

280

L/MIL/17/20/10

The contents are to be disclosed only to authorized persons.

ROUTES

IN

YÜN-NAN

GENERAL STAFF, INDIA

Catalogue
No. C. C. 109



Case
No. 1323 N. S.

RECORDS 1919

205.2.2.

CALCUTTA

GOVERNMENT PRINTING, INDIA

1919

10 R: L/MIL/17/20/10

MILITARY RECORDS

Room.

INDIA OFFICE.

CONFIDENTIAL

This book is the property of the Government of India, and is intended for the personal information of the individual to whom issued, who is personally responsible for its safe custody. The contents are to be disclosed only to authorized persons.

ROUTES
IN
YÜN-NAN

GENERAL STAFF, INDIA

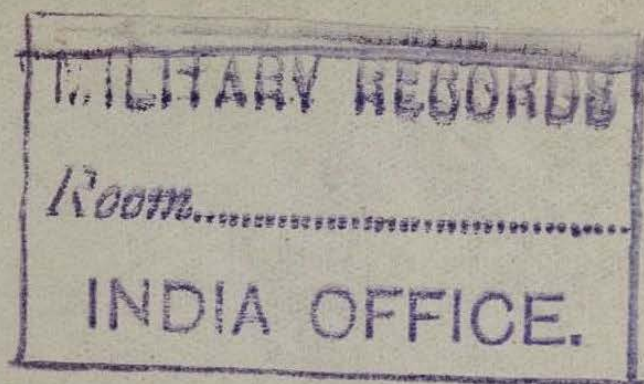
Catalogue
No. C. C. 109



Case
No. 1328 N. S.

1919

CALCUTTA
SUPERINTENDENT GOVERNMENT PRINTING, INDIA
1919



NOTE.

This work, Routes in Yunnan, renders obsolete the publication Routes in Yunnan, 1913,

Obsolete editions should be destroyed and destruction certificate furnished.

MAPS.

Index Map of routes In pocket at end,

INDEX OF ROUTES.

No.	From	To	Via
SECTION I.—Routes west of the River Salween.			
1	Myitkyina . . .	Tengyueh . . .	Sadon and Ku-yung-kai.
2	" . . .	" . . .	Sadon and Chan-hsi (Sansi).
3	" . . .	" . . .	Kazu and Chan-hsi.
4	" . . .	" . . .	Sima, Chanta and Kanai.
4a	Sima . . .	Kanai . . .	Simapa.
4b	Sima . . .	Man-yün . . .	Simapa.
5	Bhamo . . .	Tengyueh . . .	Man-yün.
6	" . . .	" . . .	Kuli-kha.
7	" . . .	" . . .	Lwe-je-bum and Nan-tien.
7a	Nam-hkam . . .	Tengyueh . . .	Sha-mu-lung.
8	" . . .	Lung-ling (Hsien) . . .	Lasa,
9	Lasa . . .	Nan-tien . . .	
9a	Lung-chang Kai . . .	Husa . . .	
10	Lasa . . .	Man-yün . . .	
11	Man-yün . . .	Chanta . . .	
12	Bhamo . . .	Lung-ling (Hsien) . . .	Mêng-mao.
13	Nam-hkam . . .	" . . .	Se-lan.
14	Kan-ai . . .	Mang-shih . . .	
15	Nan-sung-kuan . . .	Lung-ling (Hsien) . . .	Man-lo bridge.
15a	Nan-tien . . .	Lung-ling (Hsien) . . .	
16	Lung-ling (Hsien) . . .	Tengyueh . . .	
17	" . . .	Pao-shan (Hsien) . . .	La-mêng bridge.
18	Mêng-p'êng . . .	Lung-ling (Hsien) . . .	

No.	From	To	Via
-----	------	----	-----

SECTION I.—Routes west of the River Salween—contd.

19	Mang-shih . . .	La-mêng bridge . . .	Hsiang-ta.
20	Lu-chiang bridge . . .	„ . . .	„
21	„ . . .	Lung-ling (Hsien). . .	„
22	Tengyueh . . .	Pao-shan (Hsien) . . .	Kan-ting-kai ferry.
23	„ . . .	„ . . .	Kai-t'ou and Mêng-ku ferry.
24	„ . . .	Yün-lung (Hsien) . . .	Fei-lung bridge.
24a	Mêng-ku (Ferry) . . .	Suntsu. . .	„
25	Myitkyina . . .	Tengyueh . . .	Pang-seng-kyet pass and Ku-yung-kai.
25a	Waing Maw . . .	Laukhang. . .	„
26	Laukhang . . .	„ . . .	Panwa pass and Ma-hi-pa.
27	Ma-li-pa . . .	Kai-t'ou. . .	„
28	Ku-yung-kai . . .	Ku-tung-kai. . .	„
29	Ku-tung-kai . . .	Chi-shih (Ch'ü-chih). . .	„
30	Ngaw-chang valley . . .	Ta-chai . . .	Hpa-ré pass.
31	La-gwi . . .	Mêng-ku . . .	Ta-chu-pa and Shan-yao.
32	Ta-chu-pa . . .	Hpi-maw (P'ien-ma). . .	„
33	Lu-chang . . .	„ . . .	„
34	Lu-k'ou . . .	Lan-chia-ti . . .	Up the Salween valley.

SECTION II.—Routes north of the T'êng-yüeh—Yün-nan Fu road.

35	Tengyueh . . .	Ta-li (Hsien). . .	„
36	Ta-li (Hsien) . . .	Yün-nan Fu. . .	„
37	Pao-shan (Hsien) . . .	Têng-ch'uan (Hsien) . . .	Yung-p'ing Hsien and Yün-lung (Hsien).
38	Kuan-p'ing . . .	Yang-pi. . .	„
39	Yang-pi. . .	Chien-ch'uan (Hsien) . . .	Yang-pi Ho valley.
40	Ta-li (Hsien) . . .	Shih-ku . . .	(On the Yangtze).
41	„ . . .	Yung-pei (Hsien) . . .	Chin-chiang-kai ferry.

No.	From	To	Via.
SECTION II.—Routes north of the Tungkueh-Yün-nan Fu road—contd.			
42	Ta-li (Hsien)	Li-chiang (Hsien).	
43	"	"	Ti-mo-t'sun.]
44	Fei-lung bridge	A-tun-tzū.	
45	Li-chiang (Hsien)	"	Mekong valley.
46	"	"	Yangtze valley.
47	A-tun-tzū	Ya-k'a-lo (Yen-ching).	
48	Li-chiang (Hsien)	Chung-tien (Hsien).	
49	Chung-tien	A-tun-tzū	Pang-tzū-la ferry.
50	"	Chi-tien.	
51	"	Mu-li (Mi-li)	Ssū-ch'uan.
52	"	Yung-ning.	
53	Li-chiang (Hsien)	"	
54	A-hsi	Ta-ku (on the Yang-tze).	
55	Yung-pei	Yung-ning.	
56	Li-chiang (Hsien)	Yung-pei (Hsien)	Ssū-li-ch'ang bridge.
57	"	Yün-nan Hsien.	
58	Yung-pei (Hsien)	Hui-li (Hsien).	
59	Hsing-chuang.	"	
60	Chin-chiang-kai	Ma-ch'ang (on the Yang-tze).	
61	Têng-ch'uan (Hsien)	Pin-ch'uan (Hsien).	
62	Pin-ch'uan (Hsien)	Ta-yao (Hsien).	
63	"	T'ieh-so-ta-ying.	
64	T'ieh-so-ta-ying	Hui-li (Hsien).	
65	Hsing-chuang.	Ta-yao (Hsien).	
66	Ta-yao (Hsien)	Ting-yüan (Hsien).	
67	"	Chên-nan (Hsien).	

No.	From	To	Via
-----	------	----	-----

SECTION II.—Routes north of the Tengyueh-Yün-nan Fu road—contd.

68	Ch'u-hsiung (Hsien)	Pai-yên-ching . . .	Ting-Yüan (Hsien) and Yao-an (Hsien).
69	Ting-yüan (Hsien)	Fu-min (Hsien).	
70	Kuang-t'ung (Hsien)	Tung-ch'uan (Hsien).	
71	Yün-nan Fu . . .	Hui-li (Hsien) . . .	Lung-kai ferry.
72	" . . .	I-Liang (Hsien).	
73	" . . .	Hui-li (Hsien) . . .	Hung-mên-k'ou ferry.
74	Yün-nan Fu . . .	Tung-ch'uan (Hsien).	
75	" . . .	Ch'ü-ching (Hsien).	
76	" . . .	" . . .	Lu-liang (Hsien).
77	Tung-ch'uan (Hsien)	Chao-t'ung (Hsien).	
78	Chao-t'ung (Hsien)	Hui-li (Hsien).	
79	" . . .	Sui Fu (R. Yangtze) .	Lao-wa-t'an.
80	Ch'ü-ching (Hsien)	Wei-ning (Hsien)	In Kwei-chou.
81	Wei-ning (Hsien)	Tung-ch'uan (Hsien).	
82	" . . .	Chao-t'ung (Hsien).	
83	" . . .	Chiang-an (Hsien).	On R. Yangtze.
84	" . . .	Na-ch'i (Hsien).	"
85	Yün-nan Fu . . .	Hsing-l (Hsien) . . .	In Kwei-chou.

SECTION III.—South-east Yün-nan.

86	Ching-tung (Hsien)	Wo-chia.	
87	Chên-yüan (Hsien)	Hsin-p'ing (Hsien)	Ka-sa ferry.
88	Wei-yuan . . .	Hsin-fu.	
89	P'u-êrh (Hsien)	Yün-nan Fu . . .	Yüan-chiang (Hsien).
90	" . . .	Mêng-li . . .	
91	Ssu-mao . . .	Möng-wu (in Tong-king).	
92	" . . .	I-wu . . .	1-pang.
93	I-wu . . .	Möng-wu (in Tong-king)	

No.	From	To	Via
SECTION III.— <i>South-east Yün-nan</i> —contd."			
94	T'a-lang (Hsien)	I-mên (Hsien)	Mo-sha ferry and Hsin-p'ing.
95	Wo-chia (Hsien)	Ch'u-hsiung (Hsien)	
96	"	I-mên (Hsien)	
97	Nan-an (Hsien)	Yün-nan-Fu.	
98	I-mên (Hsien)	Nan-an (Hsien)	
99	"	An-ning (Hsien)	
100	"	K'un-yang (Hsien)	
101	Hsin-p'ing (Hsien)	T'ung-hai (Hsien)	
102	An-ning (Hsien)	K'un-yang (Hsien)	
103	Hsin-hsing (Hsien)	I-mên (Hsien)	
104	Yün-nan Fu	Chu-yüan.	
105	"	Man-hao	T'ung-hai and Mêng-tzu.
106	K'un-yang (Hsien)	Ch'êng-chiang (Hsien)	Chin-ning (Hsien).
107	Ch'êng-chiang (Hsien)	Ning-chou.	
108	T'ung-hai (Hsien)	Hsin-hsing (Hsien)	
109	Mi-lê (Hsien)	Lo-p'ing (Hsien)	Kuang-hsi (Hsien).
110	"	Ning Chou.	
111	Kuang-hsi (Hsien)	Chu-yüan.	
112	T'ung-hai	"	Ning Chou.
113	Chu-yüan	Mêng-tzu	A-mi (Hsien).
114	"	K'ai-hua (Hsien)	
115	"	Kuang-nan (Hsien)	Ch'iu-pei (Hsien).
116	Lin-an (Hsien)	Yuan-chiang (Hsien)	Shih-p'ing (Hsien).
117	Ch'iu-pei (Hsien)	Kuang-hsi (Hsien)	
118	"	Mêng-tzu (Hsien)	
119	Kuang-nan (Hsien)	Po-sê (Hsien)	
120	Mêng-tzu (Hsien)	K'ai-hua (Hsien)	

No.	From	To	Via
-----	------	----	-----

SECTION III.—*South-east Yün-nan*—concl'd.

121	Mêng-tzu (Hsien)	Hsin-kai (on the Red River).	
122	K'ai-hua (Hsien)	Kuang-nan (Hsien).	
123	"	Po-sé (Hsien).	
124	"	Ha-giang (in Tong-King)	
125	"	Lao-kai.	
126	Man-hao	I-sa.	
127	Mêng-li	Mêng-la	Pa-leo ferry.
128	Mêng-la	Mêng-tzū.	
129	I-lêng (Hsien)	Ch'êng-chiang (Hsien).	
130	Shih-p'ing (Hsien)	Hsin-hsing (Hsien).	

SECTION IV.—*South-west Yün-nan*.

131	Lung-ling (Hsien)	Shun-ning (Hsien)	La-mêng bridge.
132	"	Yün Chou	Chuan-shui ferry.
133	"	Kêng-ma	Han-kual ferry and Mêng-hung.
134	Kêng-ma	Möng-hka.	
135	"	Mêng-ko	Um-let.
136	Wan-tien	Yün-Chou.	
137	Kun-long ferry	Pao-shan (Hsien).	
138	"	Tawnio (Ma-li-pa).	
139	"	Mêng-hung.	
140	"	"	Nam-ting valley and Hsia-mu-sa.
141	"	Shun-ning (Hsien)	Mien-ning and Yün-chou.
142	"	Mêng-ting	Left bank of the Nam-ting.
143	"	Yün Chou.	

No.	From	To	Via
SECTION IV.— <i>South-west Yün-nan</i> —contd.			
144	Kun-long ferry	Ching-ku (formerly Wei-yüan).	Keng-ma and Ta-pêng ferry.
145	"	Ta-huan ferry (R. Mekong).	Mêng-sung.
146	"	Ssü-mao	Mêng-ting and Nan-pei ferry.
146a	Mêng-ka	Mêng-chu.	
147	Tawnio (Ma-li-pa)	Yün Chou	Chên-k'ang.
147a	Chên-kang	Chê-pi.	
148	Pang-sang (on the Nam-hka).	Ssü-mao.	
149	Pang-naw-chai	Lan-ts'ang (Hsien) (formerly Chên-pien).	
150	Kêng-tung	P'u-êrh (Hsien).	
151	Pao-shan (Hsien) (formerly Yung-ch'ang).	Shun-ning (Hsien).	
151a	Ma-pang	Tê-tang.	
152	Shun-ning (Hsien)	Ta-li (Hsien)	Chin-lung Bridge.
153	Yün Chou	"	Yang-kai ferry.
154	"	Yün-nan Hsien	Yang-kai ferry.
155	"	Ching-tung (Hsien)	Hsi-ch'ang ferry.
156	"	"	Wu-yin ferry.
157	"	Ching-ku (Hsien) (formerly Wei-yüan).	Ka-li-kai ferry.
158	A-lo-kai.	Kung-lang.	
159	Mêng-sa	Mien-ning (Hsien)	Mêng-k'u.
159a	Mien-ning (Hsien)	Ta-pêng Ferry (R. Mekong).	
160	Mien-ning (Hsien)	Ching-tung (Hsien)	Ka-li-kai ferry.
161	"	Chên-yüan (Hsien)	Ma-t'ai ferry.

No.	From	To	Via
-----	------	----	-----

SECTION IV.—*South-west Yün-nan*—concl'd.

162	Möng-nyim tau (Hsia-mêng-yin).	Shuang-chiang (ferry) (R. Mekong).	
163	"	Lan-ts'ang (Hsien) (formerly Chên-pien).	
164	"	Möng-lien (Möng-lem)	Pang-naw-chai.
165	Ching-ku (Hsien) (formerly Wei-yuan).	P'u-êrh (Hsien).	
166	P'u-êrh (Hsien)	Hsin-fu.	
167	Hsin-fu	Ching-tung (Hsien).	
168	Ching-tung (Hsien)	Ta-li (Hsien)	Möng-hua (Hsien).
169	Möng Yawng .	Möng-ham (on the Mekong).	
170	Möng-wang .	Ssü-mao .	Hsiu-tu-k'ou ferry.
171	Möng-lem (Möng-lien).	Kêng-hung.	
172	Ta-ya-k'ou .	Möng-hai (Möng-hai)	Möng-wang.
173	Ching-ku (Hsien) (formerly Wei-yuan).	Möng-pan.	
174	Mien-ning (Hsien)	Ching-ku (Hsien) (formerly Wei-yuan).	Ma-t'ai ferry.

CONFIDENTIAL.

ROUTES IN YÜN-NAN.

ROUTE. No. 1.

FROM MYITKYINA TO TENG YUEH *via* SADON AND
KU-YUNG-KAI.

111 miles.

11 stages.

Authority.—Captain H. B. Walker, Captain L. D. Fraser, January and March 1899, His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—From the 1st to 7th stages the route is in British territory and as far as the 4th is a Public Works Department unmetalled road suitable for wheel transport in dry weather. The remainder is a mule road only. The descent to the T'ai P'ing valley is steep and stony, the remainder easy going except for a few steep and stony places in the last 2 stages.

Up to the frontier the country is hilly and wooded. The frontier is crossed at the Kao-liang Pass (8,400 feet) in stage 8. The T'ai P'ing (locally known as the Ta-Ho River) where crossed by this Route, is a mountain torrent, formerly spanned by a Lisaw "monkey"-bridge, suitable for pedestrians only. During the winter seasons of some years, Chinese carpenters have erected broad single-span bridges, recouping themselves by small "tolls" on all traffic. These bridges are always swept away in the rainy season.

The valley up to Ku-yung-kai is enclosed by high, thickly wooded ranges. The country then becomes more undulating and culminates in the Wo-lung plateau which looks over Tengyueh.

Camping grounds.—Are generally spacious.

Water.—Plentiful.

Fuel.—Plentiful, except close to Tengyueh where, however, charcoal is easily obtainable though dear.

Fodder.—And grazing scarce.

ROUTE No. 1—contd.

Supplies.—Scarce except in the last 2 stages

No. of stage and total distance.	DETAILS.	
1 10 m. 5 f.	LOI-SAW	10 m. 5 f. British territory, see Burma Route Book.
2 19 m. 4 f.	BARNs-PARAO	8 m. 7 f.
3 27 m. 1 f.	NAM LI	... 7 m. 5 f.
4 40 m. 6 f.	SADON FORT	13 m. 5 f. British territory, see Burma Route Book.
5 49 m. 3 f.	LUKYI	... 8 m. 5 f.
6 55 m.	WAW-CHON	... 5 m. 5 f.
7 64 m.	KAM-BAI-TI	... 9 m.
8 72 m.	NIU-CHUAN-HO	8 m. The road ascends to the Kao-liang pass (8,400 feet) at 3½ miles, thence past the British and Chinese boundary pillars by a fairly well and graded path, rough and stony in parts-down to Niuchuanho a small Chinese and Lisaw village (6,800 feet). <i>Camping ground.</i> —For 200 to 300 men <i>Water.</i> —Plentiful from stream running through village; <i>Fuel.</i> —Moderate. <i>Fodder.</i> —Good grazing. <i>Supplies</i> —Scarce.

ROUTE No. 1—contd.

9 KU-YUNG (KAI) .. 8 m. The descent continues to a level track along a pine-clad spur, succeeded by an abrupt drop of 500 feet (steep) to level of a T'ai P'ing (Ta-Ho) River at $1\frac{1}{2}$ mile (5,300 feet). If no bridge exists, it is necessary to proceed up stream for $1\frac{1}{2}$ miles by a rough rocky path to the only possible ford, cross by this, and descend by similar path to corresponding point on left bank of river. Here a few huts are passed, and road—good going generally—winds round into the Ku-yung-ho valley. The junction of this stream with the R. T'ai P'ing is commanded by a disused Chinese fort on south side of Road. Thence track follows right bank of Ku-yung-ho up stream for 4 miles, through firs and thick jungle to mile 6, entering grass land and paddy fields. After crossing and recrossing Ku-yung-ho (30 yards wide $2\frac{1}{2}$ feet deep, fordable in winter) by rough trestle bridges, road enters chief town of valley at mile 8. Kuyung has 200-300 houses; $\frac{1}{2}$ to 1 Company Chinese Troops is stationed here from time to time.

Camping ground.—Plentiful all round the town. Best site $\frac{1}{2}$ mile beyond town.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Moderate.

Supplies.—Fair.

10 KAO T'IENT ... 19 m. From Ku-yung road runs up right (E.) bank of Ku-yung-ho, for first 4 miles through paddy fields, then through series of straggling Chinese villages, skirting foothills to Ching K'ou (mile 8) a larger village with some remains of old skirting wall, a halt might be made here, but camping space difficult for any large body when fields are under cultivation. Thence road crosses and recrosses Ku-yung-ho and at mile $11\frac{1}{2}$, at south-east end of plain it rises 600 feet, steeply in parts, to ridge dividing Ku-yung and Mien-ch'ing streams. Follows ridge for one mile—excellent going on grass land devoid of timber, till a pass is reached at mile 13 (6,500 feet). Thence road descends, steeply at first, past a few Lisaw villages, reaching small paddy plain at mile 15. At mile $16\frac{1}{2}$ road ascends another grassy spur, following this to mile 18, dropping thence 300 feet through red clay to village of K'ao-T'ien.

Camping ground.—Scattered. Accommodation for 1,200-1,500 men on west side of village.

Water.—Plentiful.

Fuel.—Plentiful.

Route No. 1—contd.

Fodder.—Good grazing.

Supplies.—Scarce.

11 TENG YUEH ... 12 m. Fair mule road. First mile is extremely rough descent to a fine 40 feet span timber bridge; after crossing this, road rises 500 feet by rough path to north-west end of Wo-lung (Wo-i) plain. At mile 3½ a large walled temple (Yüan T'ung Ssu) is passed, and thereafter a series of old disused stone blockhouses. At mile 5½, rough stone road to Mien-ch'ing is passed on the right. Next 1½ miles are over red clay, very slippery after rain, next one mile of very rough going over old lava-bed to Wo-lung (Wo-i). Then follows 2 miles of gently rising grass land to a neck (5,150 feet) above Ho-shun-hsiang plain, which is 600 feet below, and is reached through a steep defile. Road then winds up past a fine waterfall, and turning sharp to the right, crosses stream above by a heavy stone bridge and enters south-west suburbs of Tengyueh.

Camping grounds.—Numerous, especially west and south-east of town.

Water.—Plentiful and good.

Fuel.—Scarce; charcoal obtainable, but dear.

Fodder.—Good grazing.

Supplies.—Abundant of all kinds.

12 KAO TIEN ... 19 m. From Kuo-yueh road
turn up right (E.)
bank of Kuo-yueh
road. For first 4 miles through paddy fields, then through series of
straggling Chinese villages, climbing foothills to Ching Hsueh (5,150 ft.)
a larger village with some remains of old stonewall, a half
mile to the north. Beyond here, but camping space difficult for any large
body, with a field and under cultivation. Thence to the east end of
Tengyueh (5,150 ft.) and at mile 11½, at south-east end of plain
is rise 500 feet steeply in parts to ridge dividing Kuo-yueh and
Mien-ch'ing streams. Follows ridge for one mile—excellent going
on east and a road of timber, till a pass is reached at mile 13
(5,500 ft.). Thence road descends steeply at first, past a few
small villages, reaching small paddy plain at mile 15. At mile
15½ road crosses another grassy spur, following this to mile 16,
dropping thence 300 feet through red clay to village of Kuo-t'ien.
Camping ground—Scattered. Accommodation for 1,200-1,500
men on west side of village.
Water—Plentiful.
Fuel—Plentiful.

ROUTE No. 2.

FROM MYITKYINA TO TENG YUEH *viâ* SADON AND
CHAN-HSI (SAN-SI).

120 $\frac{1}{4}$ miles.

12 stages.

Authority.—Captain H. R. Davies, February 1895,
His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—A good mule road for the first 5 stages, then **indif-**
ferent until the boundary range is crossed; whence it becomes **good**
for the rest of the way. Up to the frontier the country is **hilly**
and thickly wooded. The boundary range is crossed in stage 6
(at 8,800 feet), thereafter the country, though still hilly, is **less**
thickly wooded.

The T'ai-p'ing is crossed by a ferry in stage 10.

In stages 8 and 11 are narrow gorges through which the road
passes.

Camping grounds.—On the Chinese side said to be good, except
at stage 8 which requires clearing.

Water.—Said to be plentiful throughout.

Fuel.—Probably plentiful.

Fodder.—Grazing scarce.

Supplies.—Small except at stages 9, 11 and 12.

No. of stage and total distance.	DETAILS.		
1	LOI-SAW	... 10 m. 5 f.	In British territory, <i>see</i> Burma Route Book, Part II.
10 m. 5 f.	2	BARNS-PARAO 8 m. 7 f.	
19 m. 4 f.	3	NAM LI ... 7 m. 5 f.	
27 m. 1 f.	4	SADON FORT 13 m. 5 f.	
40 m. 6 f.	5	SHING-OP OR CHIEHMA-HO. 8 m.	
48 m. 6 f.			

ROUTE No. 2—*contd.*

- 6 CH'ANG-TI-FANG 10 m. An indifferent road,
 OR CHAN-HSI passable for mules.
 58 m. 6 f. (SAN-SI) GORGE. At $\frac{1}{2}$ mile Chieh-ma
 Ho, 15 yards by $1\frac{1}{2}$ feet wooden plank mule bridge, rocky ford :
 thence along the side of the hill above the stream, then down across
 another stream up to a height of 5,700 feet at 3 miles. At $3\frac{3}{4}$ miles
 the Wa-tang Hka (10 yards by 1 foot) easy ford. Thence a steady
 steep ascent, rocky and difficult in places to the top of the ridge.
Camping ground.—On the top of the ridge for a large force
 (height 9,000 feet).
Water.—Plentiful.
Fodder.—No grass, but bamboo leaves can be obtained.
Supplies.—None.
- 7 MÖNG-KA 10 m. Fair mule road, steep
 (MÈNG-KA). in places. First
 68 m. 6 f. mile along the pla-
 teau until boundary is reached : thence generally down hill to a
 stream at $3\frac{1}{2}$ miles. Then up on to the spur again at $4\frac{3}{4}$ miles
 and down to another stream at $5\frac{3}{4}$. From the top of the spur at
 miles $6\frac{1}{4}$ a good view is obtained of the Möng-ka valley. The hills
 here are round and bare and the road from Möng-ka could easily
 be defended. Hence a descent (1,400 feet in $1\frac{1}{2}$ miles) steep at
 first, then more gradual to the valley 2 miles long, $1\frac{1}{2}$ miles wide.
 Four or 5 villages of Chinese and Lisus.
Camping ground.—Good.
Water.—Plentiful.
Fodder.—No grazing.
Supplies.—Very small.
- 8 LAO-KUAN-CHENG 8 m. Good mule road.
 After going down
 76 m. 6 f. the Möng-ka valley
 the road goes through a gorge for $\frac{1}{4}$ mile and then into another
 plain $1\frac{1}{2}$ miles by $\frac{1}{2}$ mile. From about the centre of this at mile
 $2\frac{3}{4}$ the road turns east and goes up a side valley at first through
 bare country and then bamboo jungle to the top of the ridge where
 there is one of the old boundary arches.
Camping ground.—Requires clearing.
Water.—From stream just before reaching the boundary arch.
Fodder.—Grass is scarce, bamboo leaves obtainable.
Supplies.—None.
- 9 CHANHSI (SANSI) 10 m. Good mule road down
 hill all the way, at
 86 m. 6 f. 4 miles Kachin vil-
 lage of Hpun-kaw where route 3 joins. Chan-hsi (Sansi) village

ROUTE No. 2—contd.

of 100 houses. Chan-hsi (San-si) valley 6 miles long and 1 to 2 wide.

Camping ground.—Large.

Water.—Plentiful.

Fodder.—Grass scarce.

Supplies.—A good quantity obtainable.

10 HSIAO-TI-FANG 10 m. 4 f. Fair mule road. At
1½ miles cross T'ai-

97 m. 2 f. P'ing river, thence
up the left bank to 4½ miles where road turns to the right up a
side valley past Shan village of Mōng-long and over the Mōng-
long Ho and up to the top of a steep spur (6,500 feet) at 9½ miles.
Thence down across the Hsiao-ti-fang Ho at 10½ miles (10 yards
by 9 inches) to the Chinese village of Hsiao-ti-fang (6,200 feet).
T'ai-P'ing river 80 yards by 5 feet crossed by 2 large ferry boats,
12 mule loads each; fordable in January ½ mile above and ½ mile
below the ferry.

Camping ground.—Large.

Water.—Plentiful.

Fodder.—Grass very scarce.

Supplies.—Very small.

11 MIEN-CH'ING ... 15 m. Fair mule road, level
for a mile then up
112 m. 2 f. to the top of ridge

(8,300 feet), at 4 miles, thence generally down hill to Hsin-chi, a
Chinese village in a circular plain. Thence over a stream down
its left bank across the plain for a mile and through a narrow gorge
sometimes above the stream, but twice descending and crossing
it; hills on left bare, on right wooded. At 12 miles road emerges
from gorge into Mien-chin plain, 8 miles by 3, containing bridge
and 10-12 Chinese villages. At 13¼ miles cross stream by plank
mule-bridge and at 14 miles cross Mien-chin Ho (20 yards by 3
feet) by a similar one.

Camping ground.—Good.

Water.—Good.

Fodder.—A little grazing.

Supplies.—A fair quantity obtainable.

12 TENG YUEH ... 8 m. Good mule road.

120 m. 2 f. Across the plain for
a mile then a gradual
ascent by a rocky road to top of a low bare ridge (5,200 feet),
thence down into the valley of the Nam Ti (Ta-ying-ho) and the
Ho-shun-hsiang plain (2 miles by 1). After crossing the plain the
road goes through an opening in the hills, past a waterfall, where

ROUTE No. 2—*contd.*

the Nam Ti falls from the Teng yueh plain to the lower level, and crossing the river by a stone bridge, the road enters the town.

Camping ground.—Numerous, especially on the west and south-east of town.

Water.—Plentiful and good.

Fuel.—Scarce ; charcoal obtainable, but dear.

Supplies.—Abundant of all kinds.

ROUTE No. 3.

FROM MYITKYINA TO TENG YUEH *via* KAZU AND
CHAN-HSI (SAN SI).

104 miles.

10 stages.

Authority.—Captain H. R. Davies, 1892.

Epitome.—A fair mule road, narrow in places and likely to be cut up by traffic. Though actually the shortest route to Teng-yueh it is inferior to Route 2.

It passes through hilly jungle-covered country to the frontier at stage 6 and joins Route No. 2 at stage 7.

Water.—Scarce at stages 3 and 4, otherwise plentiful.

No. of stage and total distance.	DETAILS.			
1	CAMP ON THE NAM-LOM HKA.	8 m. 6 f.	} In British territory; see Burma Route Book, Part II.	
8 m. 6 f.	2	KA-ZU	... 13 m. 2 f.	
22 m.	3	LAI-PONG	... 10 m. 6 f.	
32 m. 6 f.	4	NA-CHANG	... 7 m. 2 f.	
40 m.	5	KAO-I	... 10 m. 4 f.	
50 m. 4 f.	6	SU-TIEN	... 10 m.	Road reported to be good. Camping ground at a Lisaw village of 100 houses. Water and fodder said to be plentiful.
60 m. 4 f.	7	CHAN-HSI (SAN SI).	... 10 m.	Route joins route 2 at Hpun-hkaw.
70 m. 4 f.	8-10	TENG YUEH	... 33 m. 4 f.	See route 2, stages 10 12.
104 m.				

ROUTE No. 4.

FROM MYITKYINA TO TENG YUEH *viâ* SIMA,
CHAN-TA AND KANAI.

134 miles.

10 stages.

Authority.—His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—Fair mule road, with narrow, steep and stony descents in stages 5 and 7. From the frontier the road winds about grassy uplands in the undulating Mêng-lung valley to the watershed; it then descends the Chanta valley to Chanta; thence after the ferry across the T'ai-P'ing below Man-chang-kai (in stage 8), the route is that of the final stages of the Bhamo-Tengyueh Road (Route No. 5).

The boundary is crossed in stage 5 at the Pak-noi Hka, an unbridged rapid stream, unfordable during the rains.

Parts of stages 5, 6, 7 are boggy, except in the driest seasons; in stage 6 the Mêng-lung stream is forded twice, and a disused Chinese fort is passed on the right.

Camping grounds.—Extensive.

Water.—Excellent throughout.

Fuel.—Ample.

Fodder.—Good grazing.

Supplies.—Meagre in stages 5 and 6.

No. of stage and total distance.	DETAILS.
1-4 37 m. 4 f.	MYITKYINA TO .. See Burma Route SIMA. Book, Part II.
5 48 m.	SHI-LO-KUNG 10 m. 4 f. General direction (SHI-RAW- south-east. For the KAWNG). first 3¼ miles, the route follows the main Sima-pajao road to Hpa-lap (4,500 feet) along a spur. Here it descends by a narrow, steep and stony track through jungle to the Pak-noi-hka, which forms the frontier at mile 5. After fording this, a steep but less rough road rises to top of ridge at mile 7¾ (5,050 feet), descending thence through 2 Kachin villages, 1½ mile apart, called Shih-lo-kung by Chinese. Hardly any camping ground available for 1¾ miles beyond.

Camping ground.—For several thousand men.

ROUTE No. 4—*contd.*

Water.—Excellent.

Fuel.—Obtainable from surrounding woods.

Fodder.—Good grazing.

Supplies.—Scanty.

6	MÊNG-LUNG (MÔNG-LONG)	12 m.	General direction south-east. For the first 2 miles road
---	--------------------------	-------	--

60 m. undulates over grassy hummocks, separated by scanty patches of paddy and small streams, easily fordable. Descending close to river, 30 yards wide, road continues over similar undulating country, descending to recrossing another stream, the Pin-lung-ho, also fordable, at mile 4. Two miles further on, the road crosses the swift Mêng-lung-Ho by a ford 2 feet deep (4,400 feet) and ascends gently up a long spur to the small Kachin village (20 houses) of K'a-ch'ang. Ascent continues, generally following the spur, and at mile 10½ is a small descent to a boggy patch, troublesome for loaded caravans in rains. Next comes a nearly level stretch of about 1 mile to Mêng-lung, a Chinese village of about 20 houses, lying somewhat off the road to the right.

Camping ground.—Extensive.

Water.—Good.

Fuel.—Abundant.

Fodder.—Good grass.

Supplies.—Scarce.

7	CHANTA (SAN-TA)	15 m.	General direction south-south-east. From camping
---	-----------------	-------	--

75 m. ground road ascends steadily through woods, rising about 600 feet in 1½ miles. The next 1½ miles are fairly level as far as watershed above right bank of R. Chanta, then steeply down to river and across it by easy ford. From here, the road, stony, rough and narrow, descends mostly through thick jungle, the left bank of the R. Chanta, crossing several small tributaries. At mile 6½, more open country is reached, and road descends less steeply to Chanta plain, which is reached at mile 10 (2,900 feet). For next 5 miles, road runs over Chanta plain, the river being re-crossed at mile 11½. At mile 13¼ road passes through Ho-mêng, a large Shan village, then, after traversing paddy fields for over a mile, enters Shan town of Chanta through the Chinese market on the north side.

The large, dilapidated, palace of the dispossessed Shan Sawbw is in the centre of the town.

Camping ground.—Extension, near the town.

Water.—Ample.

Fuel.—Abundant.

ROUTE No. 4—*contd.**Fodder.*—Fair grazing.*Supplies.*—Abundant, of all kinds.

8	KANAI (CHOU- CH'ENG).	13 m. 3 f.	General direction south-east to Man- chang-kai, thence north-east.
88 m. 3 f.			

Road leaves Chanta at south-east side, traverses a mile of paddy plain, then enters level grass country, crosses R. Chanta (trestle bridge or ford), road then runs through cactus and banana plantations round a red-clay spur to Chinese-Shan village, Lao-hu-lien ("Tiger Face"), on right bank of R. Tai-P'ing, mile 3 $\frac{1}{2}$. At ferry, numerous bamboo rafts, carrying up to 8 loads each, are available; mules can swim across, except in heavy floods. After the ferry road runs to small walled town of Man-chang-kai. The next 9 miles follow the route of stage 6 (Route No. 6, Bhamo-Tengyueh Road) to Kanai.

Camping ground.—Along road side on both sides of town, that on north-east side being excellent, numerous poor inns, no decent bungalows.

Water.—Good and plentiful.

Fuel.—Plentiful.

Fodder.—Grass and grain plentiful; good grazing.

Supplies.—Rice for a battalion for 1 week; pigs, cattle, poultry, vegetables in abundance.

9 to 10	TENG YUEH	45 m. 5 f.	See Route 6, stages 7 and 8.
134 m.			

ROUTE No. 4-A.

FROM SIMA TO KANAI *viâ* SIMAPA.

60½ miles.

4 stages.

Authority.—Mr. A. E. Eastes, His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—First 1½ stages in British territory, excellent going; most of remainder of stage 2 appallingly bad; in stage 3, parts of long descent into Kanai plain very bad; in stage 4, route crosses Tai-P'ing river by ferry and joins main Bhamo-Tengyueh Road.

Camping ground.—Military Police Bungalow at stage 1; extensive sites at other stages.

Water.—Good and plentiful, except at stage 2.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Plentiful at stages 3 and 4.

No. of stage and total distance.	DETAILS.
1 15 m.	<p>PAJAO ... 15 m. General direction south. Excellent mule road. From Sima (4,440 feet) the road descends gradually for some 2 miles to 3,900 feet; in the next 1¼ miles it rises some 600 feet to the Kachin village of Hpa-lap; thereafter, it continues to rise by long and easy grades, partly through thick jungle, very sparsely inhabited, to Pajao (6,700 feet), known to the Chinese as Hua-Chiao-Ho, a small village inhabited mostly by "flowery" Lisaw.</p> <p><i>Camping ground.</i>—Not very extensive clearing; Military Police Bungalow; cold in winter.</p> <p><i>Water.</i>—Plentiful and excellent.</p> <p><i>Fuel.</i>—Plentiful.</p> <p><i>Fodder.</i>—Grazing for 200 animals.</p> <p><i>Supplies.</i>—Scarce.</p>
2 27 m.	<p>SIMAPA ... 12 m. General direction south. The road descends steeply through the village past several water-mills, and then commences to rise by easy gradients to the frontier (7,840 feet) at mile 5. Immediately after entering Chinese territory, the surface, hitherto excellent, becomes execrable, and the descent for 4 miles, nearly</p>

ROUTE No. 4-A—*contd.*

to the level of the Simapa plain, is through a series of narrow gullies scoured out by the rains and traffic of years to a depth of six feet or more. Nearing the level of the plain the track enters grass-land and winds about below pine-clad foothills till the actual plain is reached (5,300 feet); this section of the road is frequently very swampy. About 1 mile, before entering the town limits of Simapa (Shan-Chinese), a disused Chinese fort is passed on the left-hand side.

Camping ground.—Best on north side of town.

Water.—Neither good nor plentiful.

Fuel.—Ample, from foot-hills surrounding plain.

Fodder.—Plentiful.

Supplies.—Not very abundant.

3	T'AI-P'ING-KAI ...	18 m.	General	direction
				south-east. Surface
				very bad in places.

45 m.
After leaving Simapa, the road rises gradually to a pass in the lofty range running along the north-west side of the Kanai plain, traversing *en route* two boggy mountain streams, across which excellent Chinese stone bridges, one single-span and one double-span, were erected in 1916. For $1\frac{1}{2}$ miles along the summit of the range (7,000 feet) the going is through grass country and good; thence ensues nearly 9 miles of descent to the level of the extensive Kanai plain (2,900 feet); the going in many sections of this stretch is terribly bad, especially the wholly neglected stone pa ing through the Kachin-Chinese village of K'a-ya, about one-third of the way down. For the last $1\frac{1}{2}$ miles across the plain to T'ai-P'ing-Kai the going is good, but slushy in places.

Camping ground.—Extensive; best outside town on north-east side.

Water.—Good and plentiful.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Plentiful.

4	KANAI	15 m. 4 f.	General	direction
	(CHIU-CH'ENG).			north-east. Level
				journey up Kanai

60 m. 4 f.
plain. Between T'ai-P'ing-Kai and Kanai there are at least three different ferries across the T'ai-P'ing river, the merits of which as regards raft accommodation vary in different seasons. For small parties, that nearest to T'ai-P'ing-Kai is preferable, as that gives earliest access to the main Bhamo-Tengyueh Road. Moreover, the tracts on the north-west (right) bank of the river are but little used and sometimes difficult to follow. The crossings

ROUTE No. 4-A—*contd.*

higher up are about $\frac{3}{4}$ mile below Man-Chang-Kai and $1\frac{1}{2}$ miles below Chiu-C'êng. At all three points the stream is crossed in long bamboo rafts, taking 6 or 8 mule-loads apiece; mules contrive to flounder and swim across.

For description of road on south-east side of T'ai-P'ing river, see Route No. 6, stage 6.

ROUTE No. 4-B.

FROM SIMA TO MAN-YÜN *viâ* SIMAPA.

55 miles.

4 stages.

Authority.—Mr. A. E. Eastes, His Britannic Majesty's
Vice-Consul, Tengyueh, 1918.

Epitome.—First $1\frac{1}{2}$ stages in British territory, excellent road ;
remainder of stage 2 very bad ; parts of stage 3 narrow, stony and
slushy : parts of descent to Kanai plain in stage 4 very steep.

Camping grounds.—Fair ; huge on north-west side of Man-
Yün.

Water.—Good, except at stage 2.

Fuel.—Abundant.

Fodder.—Good grazing.

Sup lies.—Meagre, except at Man-Yün.

No of stage and total distance.	DETAILS.		
1	PAJAO	... 15 m.	See Route No. 4a, Stage 1.
15 m.			
2	SIMAPA	... 12 m.	See Route No. 4a, Stage 2.
27 m			
3	T'UNG-P'I-KUAN (KA-TU).	$14\frac{1}{2}$ m.	General direction south. After leaving Simapa, the road goes across paddy-fields for $1\frac{1}{2}$ miles, and then rises on to higher grass-land, in places rather swampy, crossing a few streams by small stone bridges and fords. The grass-land soon gives way to jungle, which, as the road ascends the pass due south of the Simapa plain, becomes in places very thick ; the track is rough, stony and in places very narrow, with several small streams and slushy bits. At the head of the pass, the road enters into rather more open, wooded country, with a few patches of Kachin hill-cultivation. The path, still narrow, winds and undulates till it passes a Chinese village of about 10 houses, and then makes a bend to the south-east, ascending past grass-grown up-lands to a higher Kachin village ; then, after a short stretch of dense jungle, opens out on to the head of the Ka-Tu plain ; this is followed by a longish descent, steep in places, to the north-west end of the plain. The next mile
41 m. 4 f.			

ROUTE No. 4-B—*contd.*

and a half runs in the paddy-fields to a rather deep ford, just at the foot of the mixed Shan and Chinese village of T'ung-P'i-Kuan (5,900 feet); the road crosses at this point and passes from the Shan to the separate Chinese end of the village.

Camping ground.—Best near the Chinese village.

Water.—Good and abundant.

Fuel.—Ample.

Fodder.—Excellent grazing.

Supplies.—Scanty.

4	MAN-YÜN	...	13 m. 4 f.	General	direction
				south-south	-east.

55 m.

Immediately after leaving T'ung-P'i-Kuan, the river, forded at the end of the previous stage 1 is again forded, and the road proceeds to higher grass-land, winding about in an extraordinary series of horse-shoe curves to keep the level alignment above the low-lying paddy fields, cultivated by Chinese and Kachins. After $4\frac{1}{2}$ miles of this erratic course, the country becomes more jungly, and a short steep ascent leads to the upper half of the double Kachin village of Tao-Nung, the lower half being fully $1\frac{1}{2}$ miles away, and separated from it by a low-lying little paddy plain. The descent, beyond the lower Tao-Nung village, is steep and rough; then, after fording a swiftly-flowing stream, the road rises again to the crest of the ridge overlooking the south-western end of the Kanai plain. The final five miles descend a steep spur, very badly graded in parts, to the bare grass-land extending behind Man-Yün; the last mile into the town (walled; mixed Shan and Chinese population) is excellent going, save for one or two slushy bits.

There is an out-station of the Chinese Customs at Man-Yün.

Camping ground.—Huge area, dotted with graves, behind the town, on the north-west side.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Fair supplies.

Supplies.—Large quantities of all kinds.

ROUTE No. 5.

FROM BHAMO TO TENG YUEH *via* MAN-YÜN.125 $\frac{3}{4}$ miles.

9 stages.

Authority.—His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—Generally a good mule road except in stages 4 and 5, where the country is hilly and the road in places rather steep. The route crosses the T'ai-P'ing river in British territory and follows the northern bank until just after passing Man-Yün, where the river is re-crossed either by bamboo trestle bridge or by ferry. Shortly after this the route joins Route 6, the main Bhamo-Tengyueh road. In stage 5 several small disused and dilapidated Chinese forts are passed.

Camping grounds }

Water.—

Fuel.—

Fodder.—

Supplies.—

} Plentiful, except at stage 4.

No. of stage and total distance.	DETAILS.	
1-3	BHAMO TO NAM-PAUNG RIVER.	<i>See</i> Burma Route Book, Part II.
31 m. 2 f.	4	SHIH-T'I
36 m. 6 f	... 5 $\frac{1}{2}$ m.	General direction east- north-east. After crossing the Nam- paung river (called by Chinese the Hung-Pêng-Ho) the road passes a small disused Chinese fort and then ascends very steeply through dense jungle, passing six more small disused Chinese forts till, at 3,900 feet, the Kachin village of Shih-T'I is reached (20-30 houses). Here is an out-station of the Chinese Customs ; also a larger disused Chinese fort.

Camping ground.—Near Custom-house.

Water.—Ample and good.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Scanty.

ROUTE No. 5—*contd.*

5. MAN-YÜN ... 15 m. General direction east-north-east. The

51 m. 6 f. road continues steeply up-hill, ascending 1,000 feet in the first $1\frac{1}{2}$ miles; after passing a clearing and another disused Chinese fort, the ascent becomes less steep. At miles $3\frac{1}{2}$, after passing the small straggling Kachin village of Panghsi (5,200 feet), the road descends steeply for 400 feet to miles $4\frac{3}{4}$, and then climbs up steeply again for $\frac{1}{2}$ mile to another disused Chinese fort at Hsieh-li (5,250 feet), $\frac{3}{4}$ mile before the village of that name (30 houses). Thence ensues a very steep descent for $\frac{3}{4}$ mile, followed by undulations between streams to Pang-Wa at miles $7\frac{1}{2}$. One mile further on, another stream is crossed, followed by a short ascent to the last small disused Chinese fort at miles $8\frac{3}{4}$. Thence the road descends through a deep narrow valley to the level of the Kanai plain, 2,800 feet to 2,900 feet. The last $3\frac{3}{4}$ miles are level, crossing another stream at miles $13\frac{3}{4}$. Man-Yün is a Chinese-Shan town of three to four hundred houses, with a sprinkling of Kachins. It is the headquarters of the small irregular force of Kachin and Shan-Chinese, maintained for the protection of the Bhamo-Tengyueh trade route. There is also an out-station of the Chinese Customs.

Camping ground.—Huge area, dotted with graves, behind the town, on the north-west side.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Fair supplies.

Supplies—Large quantities of all kinds.

6 HSIAO-HSIN-KAI 12 m. 6 f. General direction north-east; fairly level mule road.

64 m. 4 f.

About one mile south-east of Man-Yün the T'ai-P'ing river is crossed. In certain winter seasons, when the current in the river will permit, a strong bamboo trestle bridge is erected, nearly 300 yards long. Otherwise, the river is crossed by ferry; three or four dug-outs or bamboo rafts, taking 6-10 mule-loads apiece; mules swim across. For the next 3 miles the road follows the left (southern) bank of the T'ai-P'ing; it then goes up the middle of the valley, between rice-fields—this section is frequently very slushy. At mile 7 the road bears off to the right to join the main Bhamo-Tengyueh road. At mile 11 the road passes the large Shan-Chinese town of Lung-Chang-Kai, where is a Chinese p. o.

Camping ground.—(Bungalow for official travellers at back of Chinese Customs out-station); room for small camp outside Bungalow to east.

ROUTE No. 5—*contd.*

Water.—From well nearly $\frac{1}{2}$ mile away, down the road.

Fuel.—Ample.

Fodder.—Grass and grain in abundance.

Supplies—Ample and varied.

7-9 TENG YUEH 61 m. 2 f. See Route No. 6,
125 m 6 f. stages 6 to 8

ROUTE No. 6.

FROM BHAMO TO TENG YUEH *viâ* KULIHKA.

137 miles.

8 stages.

Authority.—His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—This is the main caravan-route between Bhamo and Tengyueh. The first 18 miles follow an almost level metalled cart-road; the next 12 miles, though unmetalled, are quite practicable for bullock carts. Thereafter, the road is a good broad, but hilly, mule-track to mile 63. (Wooden mile and furlong posts have been erected from the frontier to 66 miles 5 furlongs). The next two stages are almost level, up the whole length of the extensive Kanai plain; track mainly good, extensive repairs having been undertaken in 1917 and 1918. Thereafter ensues a steep ascent of over 6 miles in length, followed by over 8 miles of more gradual descent, into the Nantien plain. The last stage is very long (23 miles 6 furlongs) and rises over 2,000 feet, ending in a descent of nearly 500 feet to Tengyueh. The road is fully bridged throughout, except for the streams at Nang-Sung-Kuan and Hsiao-Ho-Ti—both fordable, except after very heavy rains. At Hsiao-Ho-Ti a substantial stone arched Chinese bridge was carried away by exceptionally heavy floods in the summer of 1914. The streams at both these points occasionally hold up caravans for several hours during the rainy season, but the road may be described as thoroughly practicable for both infantry and mounted troops, as well as for mule-transport.

There are fully furnished Public Works Department Bungalows about every ten miles along the British section, up to 42 miles 5 furlongs. Along the Chinese section, there are unfurnished bungalows for official travellers at stages 4, 5 and 7, and quarters of a sort at stage 6. The camping-ground at this stage is, however, magnificent.

From Bhamo to Momauk there are 3 telegraph wires. From Momauk one wire goes to Sinlum, the other two follow road to Tinhong (Tunhon) where one wire stops. The third wire goes on to Tengyueh, and follows the road to within a short distance of Kanai Chiu Cheng, whence it goes to the right, and passes Chiu Cheng about one mile to the east. In China the line is carried on bamboo poles.

Throughout, except at stages 2 and 3 (in British territory) and stage 5 (in Chinese territory) there are *camping grounds* large enough for a Brigade on the average.

ROUTE No. 6—*contd.*

Water.—Good and plentiful everywhere, mainly from streams which are liable to contamination where they pass near villages or through cultivation.

Fuel.—Plentiful everywhere, except at Tengyueh; there, however, charcoal is obtainable, but dear.

Fodder.—Good grazing at all stages in Chinese territory.

Supplies.—Quantities of rice and grain, etc., at all stages in Chinese territory. At Tengyueh sufficient rice could be obtained to feed a Division for a week; enough wheat flour could also be obtained for a Battalion for the same period. Cattle, pigs, sheep and poultry are also plentiful; while kerosene oil, tinned milk, sugar, biscuits, vegetables, etc., are obtainable in increasing abundance year by year.

No. of stage and total distance.	DETAILS.	
1	MOMAU	9 m. 4 f. General direction east.
9 m. 4 f.		Level cart road through tree jungle.
Mixed Kachin, Shan, Chinese and Burmese village, 200-250 houses.		
<i>Bungalow</i> .—Public Works Department, fully furnished.		
<i>Camping ground</i> .—For a Brigade at miles 10, unsuitable in rains.		
<i>Water</i> .—Plentiful and good, from stream near by.		
<i>Fuel</i> .—Unlimited.		
<i>Fodder</i> .—Grass plentiful ; good grazing.		
<i>Supplies</i> .—A little rice and grain ; larger quantity obtainable if due notice is given ; small quantities of vegetables.		
2	KULONGHKA	20 m. 4 f. General direction
30 m.		north-east. Undu- lating cart road,
metalled as far as mile 18, through tree and bamboo jungle.		
At 18 miles 1 furlong road crosses, by a wooden bridge, the Nan- tabet stream, the bed of which at this point consists of huge boulders and is impassable for carts or mules ; 200 yards lower down, however, where the bed is stony, the stream is 70 yards wide and fordable except after heavy rains.		
At 18 miles 7 furlongs, large open space where a Brigade could camp, with water from the Nantabet, 300 yards away, good, dry and wet season.		
At miles 21, Public Works Department Bungalow, fully fur- nished (Kalikyut). No village, and <i>camping ground</i> barely sufficient for 200 men ; <i>water</i> , scarce, from small stream opposite bungalow ;		

ROUTE No. 6—*contd.*

Fuel plentiful and grazing good, but no *supplies*. Shortly after this, road follows left (southern) bank of T'ai-P'ing river, to K-longhka (known to the Chinese as Mao-Ts'ao-Ti).

Bungalow.—Public Works Department, fully furnished.

Camping ground.—Sufficient for a Battalion.

Water.—Unlimited and good, but water from T'ai-P'ing river should be boiled.

Fuel.—Unlimited.

Fodder.—Nothing but bamboo leaves.

Supplies.—Scanty, from small Chinese village

3 MONG HKONG 12 m. 5 f. General direction east.
HKA. Good mule track,

42 m. 5 f.

but with some stiff ascents and descents, through tree and bamboo jungle. At 1 mile 2 furlongs the road to Nampaung (*See* Route 5) and Alawpum branches off to the left; half a mile further on another good mule road goes off to the right, through thick bamboo jungle, to the Military Police Post at Tunhong, 2 miles away. At Tunhong, sufficient *camping ground* is cleared round the post for a Brigade; *water* also is good and sufficient, *fuel* is plentiful (from jungle $\frac{1}{2}$ mile away), grazing is fair, and bamboo leaves are obtainable, but no *supplies*. At 5 miles a small path goes off to the right, also to the Post at Tunhong.

Bungalow.—Public Works Department, fully furnished

Camping ground.—Barely sufficient for half a Battalion.

Water.—Unlimited and good.

Fuel.—Plentiful.

Fodder.—Nil; grazing scarce

Supplies.—Nil; no village.

4 MANHSIEN 20 m. 4 f. General direction east-north-east. Good

63 m. 1 f.

mule track, slightly stony in places, with several ascents and descents, not too steep, through tree and bamboo jungle, which is thick for 8 miles after mile $8\frac{1}{2}$. At 8 miles 3 furlongs a road goes off steeply to the right, ascending the Kulihka gorge to the Military Police Post at Warabum, ten miles away. At 8 miles 4 feet (51 miles, 1 furlong from Bhamo) the Kulihka, the stream forming the boundary at this point between Burma and China, is reached and crossed by a substantial iron bridge, built by the Public Works Department, Burma, in 1908. On a small clearing to the right, just after crossing this bridge, is a small post of the Chinese irregular "Trade Protection Force." At mile 56, furlong 1 (Man-Mien-Kuan), and at mile 59,

ROUTE No. 6—*contd.*

furlong 5 (Mi-Pa-Ch'iao) small parties of this same Force are also stationed from time to time.

At mile 60, the road crosses the Nam-Sa River by a substantial iron bridge, built by the Public Works Department, Burma, in 1905. Shortly after crossing this, the road enters higher and more open ground, and the going is very good into Manhsien, a Shan-Chinese village, where is an out-station of the Chinese Customs.

This is admittedly a long stage, but the going is excellent on the whole, and at no intermediate point, except in the last $2\frac{1}{4}$ miles, is there any convenient camping ground for any but very small parties; good grazing is also scarce, and no supplies are obtainable.

Bungalow.—Small, unfurnished, for official travellers, on right-hand side (south) of road, shortly before Custom-house.

Camping ground.—For a Brigade, on uplands on right (south) side of road before entering village.

Water.—Good and plentiful

Fuel.—Plentiful.

Fodder.—Grain plentiful.

Supplies.—No very large quantity obtainable. Fair quantity obtainable on due notice (pigs, cattle, poultry).

5	HSIAO-HSIN-KAI 14 m. 5 f.	General direction
75 m. 6 f.	<i>t. o.</i> (Chinese).	north-east. Good nearly level mule-road up the Kanai plain, following the foot-hills on the southern side for the first five miles, after which it gradually descends into the plain and runs along an embankment between the rice-fields, passing numerous small Shan villages on slightly higher ground. At 12 miles 7 furlongs Lung-Chang-Kai (Chinese p. o.), a large Shan-Chinese town, with small market. At 13 miles 7 feet, after crossing a small stream, the road rises on to higher ground and runs between high cactus bushes, passing to the right of the Custom-house shortly before entering the town.

Bungalow.—Unfurnished, for official travellers, at back of Chinese Custom-house.

Camping ground.—For some 200 men, outside Bungalow to east.

Water.—From well, supply limited.

Fuel.—Ample

Fodder.—Grass and grain in abundance.

Supplies.—Ample and varied.

6	KANAI ... 15 m. 5 f.	General direction
91 m. 3 f.	(CHIU-CH'ENG)	north-east. Good level mule road, continuing up the Kanai plain. The first mile runs at the foot

ROUTE No. 6—*contd.*

of a small plateau on the north-east side of Hsiao-Hsin-Kai, after which the country is an almost continuous stretch of rice-fields, on both sides of the road. Between the fourth and sixth miles, portions of the track run close alongside the left bank of the T'ai-P'ing river. At $6\frac{1}{2}$ miles the road passes through the small Shan-Chinese walled market-town of Man-Chang-Kai. Above this point is another almost unbroken series of rice-fields to $14\frac{1}{2}$ miles, where, after crossing a shallow stream, the road rises on to higher ground and, passing to the left of a small high fort and a large disused barrack-compound, enters the large Shan-Chinese town of Kanai, the head-quarters of a Chinese Administrative Deputy and of the Kanai *Sawbwa*.

Camping ground.—Along both sides of the road on either side of the town, that on the north-eastern side being magnificent. Numerous poor inns, but *no decent Bungalow*.

Water.—Good and plentiful.

Fuel.—Plentiful.

Fodder.—Grass and grain plentiful; good grazing.

Supplies.—Rice, sufficient for a Battalion for a week; pigs, cattle, poultry and vegetables in abundance.

7	MAN-LA-HSIEN ... 22 m.	General direction east
113 m. 3 f.	("CHETAO BUNGA- LOW").	Good mule road but with long, steepish ascent followed by easier, but still longer, descent. The first mile runs along high ground; the road then bears to the right (south-south-east) and rises through terraced foot-hills to the undulating ground along the southern side of the now narrowing Kanai plain; from the fourth to the sixth miles, the road is a continuous series of undulations to the Shan village of Manpêng. Three quarters of a mile further on the road rises gently up the hillside above the Shan village of Nang-wan, and turns to the right (south-east) up the gorge of that name. At 7 miles 5 furlongs the Nang-wan stream is crossed by a 2-span timber bridge, and the road continues to rise up the right (north-east) side of the gorge to a short level stretch (Ho-P'ing-Tzŭ); it then crosses this little valley by two timber bridges (9 miles 1 furlong) and continues to rise, somewhat steeply in places, for over $3\frac{1}{2}$ miles to the Kachin-Chinese village of Shih-Chu-Lao (5,750 feet). Shortly after this point, the road commences a long but gradual descent for 7 miles, passing several Kachin and Lisaw villages till it enters the Lo-Pu-Pa (Lo-Pu-Ssŭ-Chuang) ravine. This it crosses by a timber bridge at mile $19\frac{1}{2}$, and then, descending somewhat steeply a short narrow gorge, passes out into the south-west end of the Nantien plain (3,600 feet) at mile $20\frac{1}{2}$. A mile and a half further on, the small Shan-Chinese

ROUTE No. 6—*contd.*

village of Man-La-Hsien is reached, the site of the Chetao Bungalow. a large rest-house for official travellers (unfurnished).

Camping ground.—For half a Battalion, outside the Bungalow.

Water.—Scanty, from village.

Fuel.—Plentiful.

Fodder.—Fair grazing.

Supplies.—Fair, from Chêtao town, $\frac{3}{4}$ mile further on.

[N.B.—The road described above between mile $6\frac{3}{4}$ and mile $20\frac{1}{2}$ (from Kanai) is the *new* road completed in the summer of 1917 under the supervision of an Engineer of the Burma Public Works Department. The alternative *old* road is some four miles shorter, but abounds in execrable stretches of steep and stony ascents and descents across narrow ravines, and contains *one* ravine (the "Hun-Shui-Kou") which is a dangerous quicksand after heavy rains. The *old* route is known as the "Hu-Lu-K'ou" or "Bottlegourd Pass" from the configuration of its most prominent feature. This pass is well over a mile long; the gradients in the ascent are terribly steep, and those on the corresponding descent and ascent to the next village of Tiao-k'ang scarcely less so.]

8	TENGYUEH ...	23 m. 5 f.	General direction east
137 m.	t. o., p. o. (Chinese).		north-east. Good mule road, rising

1,700 feet, gradients steep in places. Three quarters of a mile after leaving the Bungalow, the road enters the walled Shan-Chinese town of Chêtao, the headquarters of the Nantien *Sawbwa*. The next $1\frac{3}{4}$ miles are good going to the large walled Shan-Chinese town of Nantien which gives its name to the plain. Hereafter the road continues along the sandy slopes or foot-hills on the southern side of the plain, passing several small but prosperous-looking Shan-Chinese villages to the Nang-Sung River (miles 8, furlongs 6), conspicuously marked by the ruins of a once solid multiple-span Chinese stone bridge, reputed to date from the Ming Dynasty (A. D. 1368-1644). This stream is, however, fordable except just after heavy rains. Half a mile further on the road enters the small semi-walled town of Nang-Sung-Kuan, after which it follows the foot of the hills, above or through rice-fields, to Jê-Shui-T'ang (miles 12, furlongs 6), where is a hot sulphur-spring bubbling out of a ravine in the steep hill-side. The road then continues its undulating course along the hill-side to miles 16, furlongs 3, when it descends somewhat steeply to the ford over the stream flowing past the small Chinese village of Hsiao-Ho-Ti. This stream was formerly spanned by a fine stone arch bridge, which was, however, carried away by an abnormal flood in the rains of 1914.

From Hsiao-Ho-Ti the road rises steeply up a projecting spur of red clay, ascending 1,000 feet in less than $2\frac{1}{2}$ miles to Lin-Chia-Chai (4,600 feet). From here it descends to a very fine "camel-back" stone ridge (clearly not the first erected at this spot, as the ruins of another are still evident not many yards below). Winding up through extensive terraced rice-fields, the road next

ROUTE No. 6—*concl'd.*

enters on a stretch of grass-land, followed by nearly a mile across an extensive petrified lava-bed. It then re-crosses the Tengyueh river by a broad, low stone bridge; this is succeeded by an ascent of over 1,000 feet, portions of which are steep, to a high shoulder behind "Lai-Fêng-Shan," the pagoda-topped hill overlooking Tengyueh. This hill is passed on the east side, and the road descends 350 feet to the suburbs outside the south (south-west) gate of Tengyueh town (5,365 feet).

[N.B.—An *alternative route* from Jê-Shui-T'ang (miles 12, furlongs 6 from Chêtao Bungalow) winds steeply up the hill south-east of the main road, ascending 1,700 feet in less than 3 miles to the large market village, stone-paved, of Nang-Mu-Chai. From Nang-Mu-Chai this road winds and undulates, with some very steep sections, to the unusually clean Chinese village of Chu-Hsin-Kai; from here the going is still far from level, with sections of red clay which are apt to be slippery in wet weather and stretches of worn stone-paving, till about $3\frac{1}{2}$ miles from Tengyueh, when open grass-land is reached and followed to the town. This route is about $1\frac{1}{2}$ miles longer than the main road, but once the long stiff ascent from Jê-Shui-T'ang has been negotiated the going is on the whole fair.]

The stage from Chêtao Bungalow to Tengyueh is admittedly long and fatiguing; it can, however, be broken by camping at some intermediate point *en route*.

Tengyueh is one of the "open Treaty-ports" of China, that is to say, foreigners of any nation having a Treaty with China are entitled to reside and carry on business there. It is a walled city about 1,200 yards square, with a population estimated at from 9,000 to 10,000 inside the walls and nearly double that number in the extensive suburbs. There are a Head Office of the Chinese Customs and a British Consulate, both outside the city. There is a large market every fifth day.

Camping ground.—An army corps could find accommodation on the hills south and west of the town, and—in winter—in the surrounding rice-fields.

Water.—Good and plentiful; wells abound.

Fuel.—Not very plentiful; charcoal is, however, obtainable, but dear.

Fodder.—Good grazing nearly all round the town.

Supplies.—Rice, wheat flour, cattle, pigs, sheep and poultry plentiful; kerosene oil, tinned milk, sugar, biscuits, vegetables, etc., also obtainable in fair quantities.

ROUTE No. 7.

FROM BHAMO TO TENGYUEH *via* LWE-JE-BUM
AND NAN-TIEN.

126 miles.

9 stages.

Authority.—Captain E. R. Murray, 1902, His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—A good graded mule road—marshy in places in stages 6 and 7.

After crossing the frontier the route enters Lung-chüa plain which it follows for about 27 miles, then after crossing the watershed it follows the Mantung (Möng-hum) valley. In stage 8 it crosses into the Nantien valley and joins route 6.

Camping grounds.—Large except at stage 6.

Water.—Good supply.

Fodder.—Grazing fair except at stage 6.

Supplies.—Fair quantities procurable at every stage in Chinese Territory.

No. of stage and total distance.	DETAILS.	
1-4	BHAMO TO LWE-JE- ... BUM.	<i>See</i> Burma Route Book, Part II.
48 m.		
5	LUNG-CHÜAN ... 14 m. (MÖNG-WAN).	Good mule path, marshy in places between miles 5 and
62 m.		

miles $7\frac{1}{2}$ after heavy rain.

Road runs at first north by east across a paddy plain crossing the frontier at a *nala*, mile $\frac{1}{2}$, thence to Ho-mên, mile $2\frac{1}{2}$, and across dry grass land to Na-wan, mile $3\frac{1}{2}$, thence east to Na-hseng and the Nam Wa river (151 yards by 2 feet) crossed by foot bridge at mile $4\frac{1}{2}$. Thence to Nawng-kawn, at 5 miles, bamboo groves, fields surrounded by high banks. Thence by narrow 'bunds' through paddy fields to Longpa, mile $7\frac{3}{4}$ thick jungle.

After passing on the right 3 villages standing close together, road descends and crosses a small side valley and stream at mile $8\frac{1}{2}$, thence ascends to a higher level grass plain past Hson Pak; road from here crosses several small valleys and streams and passes several small villages to Namhte Pat, 13 miles, where there is a large camping ground, thence across paddy fields to the Lung-

ROUTE No. 7—*contd.*

ch'uan river (Nam-wan), 20 yards wide and 2 to 3 feet deep, fordable in dry season, at $13\frac{1}{4}$ miles, and across more fields to Lung-ch'uan (300 to 400 houses).

Rivers.—At mile $2\frac{1}{2}$, stream 3 yards by 4 feet crossed by bamboo bridge, at mile 3 the Nam-wan (60 yards by 3 feet), wooden bridge on piles 80 yards long, 3 feet road way.

Camping ground.—Excellent on south-south-west side of the town.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Grazing scarce in early part of year but plentiful in May.

Supplies.—Good.

N.B.—There is an *alternative route*, slightly longer, *via* the Shan-Chinese market-town of Chang-feng and the east side of the plain. Leave Lwe-je by the boundary pillar north-east of the fort, and continue north-east across the plain to the bamboo restle bridge over the Lung-ch'uan stream (mile 3); two miles further on, through rice-field and higher lying grass country the road enters Chang-feng from the south-west; from here the road proceeds through two miles of Shan villages, set in dense groves of bamboo, and then enters an alternating series of rice-fields and grass-land. At mile 10 the road traverses the market outside the Shan village of Chinkang; thereafter, it follows the foot-hills along the south-eastern side of the Lung-ch'uan valley to Lung-ch'uan (17 miles).

6 SHA-MU-LUNG ... 16 m Good mule road.

78 m.

Road runs along the foot of the grassy spurs which border the plain: at mile $4\frac{1}{2}$ Panglim lies to the right of the road in a small steep-sided valley. Here the main hills slope straight down to the valley. At 5 miles Man-long. At mile $6\frac{1}{2}$, Yin-hsien, the paddy plain here is about 800 yards broad; at mile $7\frac{1}{2}$, cross a small stream and rise on to a small plateau which would make a good camping ground. Thence over undulating country to the Namling stream (9 yards by 1 foot) at mile $9\frac{1}{2}$. At $10\frac{1}{4}$ miles pass Mannoï on the opposite side of the valley whence a road leads to Pantawng on the Hu-sa—Sha-mu-lung road. Thence through cultivated land to mile $13\frac{1}{2}$ where the road strikes up a valley in a north-easterly direction gradually at first then more steeply to the camp about $\frac{1}{2}$ mile beyond the village. Height 6,100 feet.

Camping ground.—Restricted.

Water.—Scanty.

Fuel.—Plentiful

Fodder.—Grazing scarce.

Supplies.—Scarce.

ROUTE No. 7—*concl'd.*

7 MAN-TUNG ... 13 m. Good mule road.
 91 m. Leaving the village
 the road descends in
 a north-easterly direction to 5,800 feet at $1\frac{1}{4}$ miles thence up a
 steep ascent to a ridge (6,000) $1\frac{1}{2}$ miles: thence by a rather rocky
 and narrow path gradually down, *via* Pang Sang to the Man-tung
 plain, miles $2\frac{1}{4} \times 3\frac{1}{4}$ at mile $5\frac{1}{2}$; thence up the plain past a succes-
 sion of villages on both sides of the river to Man-tung (120 houses)
 on the left edge of the plain and a little above it.
 River is 40 yards by 8 inches in May, gentle current.
Camping ground.—Large.
Water.—Good and plentiful.
Fuel.—Plentiful.
Fodder.—Grazing good.
Supplies.—A good quantity obtainable.
 From here a road leads north to Kan-ai.

8 MAN-LA-HSIEN 11 m. 3 f. General direction
 ("CHETAO BUNGA- north-east. Good
 102 m. 3 f. ½LOW)" mule road, wet in
 places, first along the foot of grassy spurs, then up the centre of
 the valley; mile $1\frac{1}{2}$, past La-Mêng, a large market village, a mile
 away to the east; mile 2, Shui-chai. Valley here grows narrower
 and road constantly crosses and re-crosses the shallow stream.
 After Yangliu, mile $4\frac{1}{2}$, valley is little more than 100 yards broad
 for next four miles. At mile $8\frac{1}{2}$, road leaves this valley and des-
 cends, at first very gradually, the Lo-Pu-Pa (Lo-Pu-Ssu-Chuang)
 valley to the right. At mile 8, furlongs 7, road joins main road
 from Bhamo to Tengyueh, reaching the Chetao Bungalow $2\frac{1}{2}$
 miles further on.

Camping ground.—For half a Battalion, outside the Bungalow.
Water.—Scanty, from village.
Fuel.—Plentiful.
Fodder.—Fair grazing.
Supplies.—Fair, from Chêtao town, $\frac{3}{4}$ mile further on.

9 TENGYUEH ... 23 m. 5 f. See Route No. 6, stage
 126 m. 8.

ROUTE No. 7-A.

FROM NAMHKAM TO TENG YUEH *viâ* SHA-MU-LUNG.

109 miles.

7 stages.

Authority.—His Britannic Majesty's Vice-Consul, Teng-yueh, 1918.

Epitome.—Good mule road, with stiffish bits in Stage 2, long ascent in stage 4, and steep descent in stage 5; joins main Bhamo-Tengyueh road near end of stage 6.

Camping grounds.—Good, except at stage 4.

Water.—Good, except at stage 4.

Fuel.—Plentiful throughout.

Fodder.—Fair grazing throughout.

Supplies.—Ample, except at stage 4.

No. of stage
and total
distance.

DETAILS.

1

MÊNGMAO

...

16 m. 4 f.

General

direction

north-east.

Good

16 m. 4 f.

mule road. From

Namhkam the road strikes across north-west to the river Shweli opposite Nawngma, the site of the British encampment at the large annual Burma-Yünnan Frontier Meetings. In winter seasons, when the volume of water in the Shweli permits, a substantial bamboo trestle bridge is erected across it; otherwise the river has to be crossed by bamboo rafts, taking up to ten animals apiece. From Nawngma, the general direction is north-east, crossing the boundary just beyond Nawngma village and shortly afterwards traversing the Chinese Shan village of Manai, where the Chinese officials take up their quarters in a large temple for the Frontier Meetings. Thence ensues a nearly level road over the broad plain between the right bank of the river Shweli and the foot-hills, passing several Shan villages, to the old walled town of Mêngmao, the residence of the Mêngmao *Sawbwa* and (at least nominally) of a Chinese Administrative Deputy.

N.B.—At certain places which are apt to be flooded in the rains, the road is difficult to find in the ensuing dry season.

Camping ground.—Large, outside south corner of town.

Water.—Plentiful, from large duck-pond $\frac{1}{4}$ mile below the town.

Fuel.—Ample.

Fodder.—Good grazing.

2 CHANG-FÊNG 15 m. 5 f. General direction
north. From the
n. 1 f. north-east corner of

Supplies.—Plentiful.

Camping ground.—Splendid on south-ooath-west side of town
Water.—Plentiful.

ROUTE No. 7-A—*contd.*

Fuel.—Plentiful.

Fodder.—Grazing scarce in early part of year but plentiful in

May.

Supplies.—Good.

4-7 TENG YUEH .. 63 m. 7 f. *See* Route No. 7, stages
6-9.

109 m.

ROUTE No. 8.

FROM BHAMO TO LUNG-LING (HSIEN) *viâ* LASA.144 $\frac{1}{4}$ miles.

12 stages.

Authority.—Captain Davies, 1894, as far as Lasa;
 Captain Frazer, 1899, Lasa to end.
 Revised by His Britannic Majesty's
 Vice-Consul, Tengyueh, 1918.

Epitome.—A good mule road for first 7 stages, then becomes rather rough, the last three stages being over a mountain track.

After crossing the frontier the route descends into the Husa—Lasa plain which it follows. Then crossing the Lung-ch'uan valley it enters the Shweli basin—crossing the river by a bridge and ford in stage 9. Thence the route enters hilly country which continues to Lung-ling.

Camping grounds.—Probably for a brigade, although in places for a larger force.

Water.—Plentiful, except stage 10.

Grazing.—Scarce.

Supplies.—Scarce, except at Lung-ling.

No. of stage and total distance.	DETAILS.		
1 to 4 43 m. 6 f.	A-SHANG	...	British territory. <i>See</i> Burma Route Book, Part II.
5 59 m.	LASA	... 15 m. 2 f.	Good mule road. Up hill along the ridge to the east then

down into a hollow across several streams. Thence up the ridge to Nan-Pi-Pi (5,100 feet) at mile 8, hence a descent of 600 feet to the Nansa at 13 miles up the left bank through a narrow gorge for a short distance, thence over some small spurs and across the river at mile 14 $\frac{3}{4}$ (15 to 20 yards by 2 feet). Fordable in dry weather—there is also a ridge.

Camping ground.—Large.

Water.—Plentiful.

Fodder.—Grass very scarce, is brought from hills 3 miles away.

Supplies.—A fair quantity obtainable.

ROUTE No. 8—*contd.*

6 HOMÈNG ... 12 m. 6 f. Good paved mule road.
 The road follows the valley of the Nansa Ho over alternate stretches of paddy fields and grass lands to Husa, the chief town of the district at mile $6\frac{1}{2}$. Thence to Chékou at $10\frac{1}{2}$ where a paved road branches north-west to Lung-chang. At $11\frac{3}{4}$ leaving the main road to Sha-mu-lung the road descends to the Nansa Ho which it crosses, and a gentle ascent of $\frac{1}{4}$ mile leads to camping ground.

Many of the streams in this stage are crossed by small stone bridges averaging 14 yards long with a 7 to 8 foot roadway.

Nansa Ho 17 yards by $1\frac{1}{2}$ feet, easy ford at all seasons.

Camping ground.—For large force anywhere in the plain.

Water.—Plentiful.

Fodder.—Grass scarce.

Supplies.—Fair quantity.

7 WAW-CHÖN ... 12 m. 2 f. General direction east by north. Good mule road, 3 yards wide, in excellent condition. After a steep ascent for $2\frac{1}{8}$ miles the summit of the range, which bounds the valley on the south, is reached, whence the road descends, fairly steeply at first, and with gradients gradually becoming easier to the plain of the river Lung-ch'uan, passing through Huai-wan at 4 miles. Reaching the plain at 6 miles, after a descent of 2,600 feet, the road passes through paddy fields to Law-kum ($6\frac{3}{8}$ miles) and then, taking an east-north-east direction, skirts the right bank of the Lung-ch'uan river which it fords below Chang-pa at 8 miles. The road now ascends a long spur fairly easily, with occasional short, steep gradients to the village.

The Lung-ch'uan river is 18 yards wide 2 feet deep with stony bed, moderate current and good approaches.

Camping ground.—In the plain of the Lung-ch'uan river for a brigade in the paddy fields.

Supplies.—(Except paddy) scarce.

Camping ground.—At Waw-chön for 350 men.

Water.—Good south of the village.

Supplies.—None.

8 CAMP IN MAN-TUNG. 12 m. 4 f. General direction east by north. Fair mule track, but stony in places. From the village the road ascends steeply for $1\frac{1}{2}$ miles and then runs along the summit of a ridge, changing to a north-east by north direction. At $5\frac{1}{2}$ miles it winds down

ROUTE No. 8—*contd.*

the hillside, the descent being in general fairly easy, though steep in places. Traversing the straggling village of Ma-ya Ho, at 8 miles and changing to east-north-east direction at $9\frac{1}{4}$ miles, the road descends to the Möng-wa Ho. Crossing a small spur bounded on the further side by the Pên-tu Ho the road continues to descend easily to the plain.

The Möng-wa Ho is 7 yards wide, $1\frac{1}{2}$ feet deep, current rapid. Right approach good, left stony and steep. Pên-tu Ho 5 yards wide, 1 foot deep, stony bed, rapid current; approaches stony and rough.

Camping ground.—In the plain for a division (or more).

Supplies.—In small quantities from Ka-ling, $\frac{3}{4}$ mile to north-east.

9	CAMP IN SHWE- LI PLAIN.	6 m.	General direction north-east. Ordinary mountain
---	----------------------------	------	--

102 m. 4 f.
track, very rough in parts, with some steep gradients. Crossing the Namhüm Ho at $\frac{7}{8}$ mile opposite to Ka-ling, the road passes through the village and follows the left bank of the stream for $2\frac{1}{4}$ miles. Crossing a small plateau the road then runs through paddy field to Lo-man-tung and at $5\frac{3}{8}$ miles reaches the ford over the Shweli, $\frac{3}{4}$ mile below Man-heng, a village on the right bank. Crossing the stream the road skirts the left bank for $\frac{1}{2}$ mile.

Rivers.—The Nam-hüm Ho, a tributary of the Shweli, is 32 yards wide, 4 feet deep, with rapid current, stony bed and good approaches. It is spanned by a wooden trestle bridge with 4-foot roadway, which would require strengthening to admit of the passage of troops.

The Shweli (or Lung-chiang) at the ford is 85 yards wide, with a depth of 6 feet near the banks and shallow in midstream owing to sandbanks. Moderate current, sandy.

Camping ground.—In the plain.

10	HO-T'OU-T'SUN ...	14 m.	General direction south-east by east. Ordinary mountain-
----	-------------------	-------	---

116 m. 4 f.
track, very rough in parts, with some steep gradients.

From camp the road ascends the range bordering the left bank of the river, the ascent being steep and in parts stony. Passing through Li-so-chai at $2\frac{7}{8}$ miles the road at $3\frac{1}{2}$ miles bends north-east, and after an ascent of 1,800 feet from the plain now runs along the ridge, and taking a south-east direction at $5\frac{7}{8}$ miles, commences at 8 miles to descend easily to Ta-shui-ching ($9\frac{3}{4}$ miles). It descends thence for $1\frac{1}{4}$ miles to a small stream, and again ascends, fairly steeply at first, and then more easily to the village, which

ROUTE No. 8—*contd.*

is situated on the summit of the ridge, contains 80 houses and is surrounded by a mud wall.

Camping ground.—At Ta-shui-ching for 450 men near village.

Water.—North-east of the village good.

Supplies.—In small quantities.

Camping ground.—At Ho-t'ou-t'sun for 600 men.

Water.—Rather scanty.

Supplies.—Paddy, etc., in fair quantities.

11	HO-T'OU	...	12 m.	General direction
				north-east. Fair
128 m. 4 f.				mountain track,

though stony in places. Some steep gradients.

From the village the road follows the ridge overlooking the Nam-chi valley and at 3 miles descends to a small marsh, ascending thence steeply by a rough and stony road. At $5\frac{1}{2}$ miles the road runs level along the ridge and at 8 miles commences to descend easily, and, leaving T'ai-p'ing-ts'un on the left of the road at $10\frac{3}{4}$ miles, crosses a small spur with a steep descent on the further side to the Ho-t'ou Ho, crossing which it ascends the right bank of the stream 600 yards to the village.

The Ho-t'ou Ho is 10 yards wide, $1\frac{1}{2}$ feet deep; with stony bed and moderate current. Left approach rather steep; right good.

Camping ground.—For 2,000 men in the paddy-fields south-east of the village and on the banks of the stream. Precautions against surprise should be taken as the camp is commanded on all sides by wooded hills.

Supplies.—Poor; small amount of paddy might be obtained.

12	LUNG-LING	...	15 m. 6 f.	General direction east
				by north. Indiffer-
144 m. 2 f.				ent mule-track,

narrow in places, with several steep stony gradients.

After an easy ascent of $\frac{1}{4}$ mile the road makes a steep ascent of 1,300 feet to the summit of the ridge at $2\frac{1}{4}$ miles. Bending east it then runs along the ridge with easy gradients, but very rough and stony in places. At $4\frac{3}{4}$ miles the road, which is now narrow and in places stony, descends easily at first and at 6 miles steeply, to a small *col*, hence it bends east and ascends the opposite hill by a moderately good road. Passing Yao-chia-chai at 8 miles the road reaches the summit a mile beyond, and then runs level along the ridge, passing between several small knolls where the road is narrow and stony. At $11\frac{3}{4}$ miles the road descends steeply and stonily for $\frac{3}{4}$ mile and, after running level for $\frac{3}{4}$ mile, again descends by a winding road to the plain, which is reached at $14\frac{1}{2}$

ROUTE No. 8—*contd.*

miles. Crossing a small stream at 15 miles the road runs through the village of Fo-lan-tzu to the town.

The small stream (the Fo-lan-tzu Ho) crossed at 15 miles is 12 yards wide, $1\frac{1}{2}$ feet deep, with stony bed and gentle current. Crossed by semi-circular single-arch stone ridge, 7 yards long, with 8-foot roadway.

Camping ground.—Extensive around Lung-ling.

Very good camp for 1,200 men on an archery-ground to the south-south-west of the town.

ROUTE No. 9.

FROM LASA TO NAN-TIEN.

55½ miles.

5 stages.

Authority.—Captain Davies, 1895; revised 1918, by His Britannic Majesty's Vice-Consul, Tengyueh.

Epitome.—A good mule road which connects Routes 6 and 8: follows the La-Sa valley to eastern end and then crosses watershed and drops into Mantung valley which it leaves in stage 5 and crosses over into the Nantien valley.

Camping grounds.—Fairly extensive.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Moderate supplies.

Supplies.—Fairly large quantity.

No. of stage and total distance.	DETAILS.		
1	CHEKOU	10 m.	General direction north-east by east. Paved road 4 to 6 yards wide; in fair condition. The road skirts the right bank of the Nansa and traverses numerous villages, passing over alternate stretches of paddy and grass-land, watered by small streams which are bridged and form no obstacle. At 6½ miles Husa, the chief town of the district, is passed and the road continues to skirt the river to Chekou. At Chekou a road goes north-west to Lung-chang-Kai <i>via</i> Se-mu.
2	NING-KRAM	10 m. 4 f.	From Chekou the road is level up the Husa plain along the foot of the hills, passing several villages, till 3½ miles, when the road ascends to a height of 5,400 feet. At 4½ miles from here there is a descent along the hillside with several short ascents in it, passing the Kachin Lahtawang village of Pang-t'ung at 7 miles, till the Lung-ch'uan river is crossed at 9 miles (3,800 feet). Here is room for a large camp: from here there is a steep ascent to the Maran-Kachin village of Ning-kram (8 or 10 houses). Height 5,100 feet.

Rivers.—At 9 miles Lung-ch'uan river from the left (18 yards by 1½ feet), strong current.

ROUTE No. 9—*contd.*

Camping ground.—In the village.

Water.—From two small streams.

Fodder.—Good grazing.

3	WÊNGLUNG	12 m.	General direction north-east. From Ning-kram (5,100 feet) the road goes up hill, for 1½ miles to a height of 6,100 feet. It is then fairly level, keeping along the top of the range up and down slightly, over open, grassy country, and leaving Sha-mu-lung (Pang-hka) 1½ miles on the right at 6 miles. At 6½ miles the road begins to descend and passes two bits of the large village of Pang-sang inhabited by Maran-Kachins and a few Chinese at 7 and 8 miles. At 10 miles the Man-tung plain is reached. From here the road is level to Wênglung, a Shan village of 25 houses and a monastery. Height, 3,650 feet.
---	----------	-------	--

Camping ground.—In paddy fields, or if they are wet, on the ends of the spurs above the village.

Supplies.—Fairly good.

4	MANTUNG	... 7 m. 1 f.	General direction north-east. From Wênglung the road crosses to the middle of the plain, and follows up the right bank of the Man-tung river to Man-tung. See Route No. 7, Stage 7.
---	---------	---------------	--

5	MAN-LA-HSIEN (CHETAO BUNGA- LOW)	11 m. 3 f.	See Route No. 7 Stage 8.
---	--	------------	-----------------------------

51 m.

ROUTE No. 9-A.

FROM LUNG-CHANG-KAI TO HUSA.

12 miles.

1 stage.

Authority.—His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—A connecting link between the main Bhamo-Tengyueh road (Route No. 6, Stage 5) and the Husa-Lasa valley (Route No. 9, Stage 1).

General direction south-east. A very bad mule road, with terribly steep and rough ascent for over 2,000 feet. Leaving Lung-Chang-Kai in the middle of the main street, the road proceeds in a south-easterly direction, traversing for the first $\frac{3}{4}$ mile a paddy plain to a Shan village with a big duck-pond. From here it goes up on to higher grass-land and ascends, at first gradually, then more steeply, past hill-cultivation, till it reaches the stream flowing down the gorge (mile 4); this stream is crossed by a very rough stony ford; immediately afterwards commences the terribly steep and rough ascent, following more or less the left bank of the stream, to mile 6, where it leaves the stream. Here is a small Kachin village and clearing (4,400 feet). The ascent from this point is not so precipitous, but still very stiff in places, and dense jungle shuts out the view again till nearly the top of the ridge, 5,500 feet, mile $8\frac{1}{2}$. From here the road descends by a comparatively easy grade, at first through thick jungle, to Husa, where are the ruins of the old palace of the Chinese Shan *Sawbwa*.

Camping ground.—Extensive, on grass-land north-west of the town.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Fair grazing

Supplies.—Moderate

ROUTE No. 10.

FROM LASA TO MANYÜN.

*10½ miles.**1 stage.*

Authority.—Captain H. R. Davies, 1894, revised 1918,
by His Britannic Majesty's Vice-Consul,
Tengyueh.

Epitome.—A good mule road, but steep. Connects Routes 5 and 8.

Level for a mile, then up a spur to the top of the range (5,500 feet) at mile 3, level for a mile, then steeply down to Man-sang at mile 8½ at the foot of the hills. Thence across the valley of the T'ai-P'ing to the river at mile 10. In certain dry seasons, when the volume and current of the water in the river permit, a stout bamboo trestle bridge, over 300 yards long, is erected across it; otherwise, the passage of the river is made by ferry-rafts, constructed of bamboo, taking up to 8 loads apiece. Mules contrive to flounder and swim across.

ROUTE No. 11.

FROM MANYÜN TO CHANTA.

 $17\frac{1}{2}$ miles.

1 or 2 stages.

Authority.—His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—Good mule road connecting Routes 4 and 5. Leaving Manyün by the south-east gate, the route follows up the valley on the right bank of the T'ai-P'ing river, passing *en route* several Shan villages, to T'ai-P'ing-Kai at mile 11 (See Route No. 4a, Stage 3). Thence the road undulates and winds in a generally north-north-easterly direction, partly over red clay, up the Chanta valley to the town at mile $17\frac{1}{2}$.

Camping ground, etc.—See Route No. 4, Stage 7.

ROUTE No. 12.

FROM BHAMO TO LUNG-LING (HSIEN) *viâ* MÊNG-MAO.

156 $\frac{1}{4}$ miles.

12 stages.

Authority.—Captain H. R. Davies, February 1894,
Mr. A. E. Eastes, His Britannic
Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—A good mule road throughout. It is a lateral communication between Bhamo and Route 13, and enters Chinese territory in stage 5. A ridge is crossed in stage 6, and the Shweli river in stage 7 by ferry.

Camping grounds.—Good and extensive throughout.

Water.—Supply ample, except at stage 2 where it is at some distance from the camp.

Fuel.—Plentiful.

Fodder.—Good grazing at nearly every stage.

Supplies.—Large or fair quantities obtainable, except at stage 9.

No. of stage and total distance.	DETAILS.	
1	CAMP ON THE NAM-HSIRI.	8 m. 4 f.
8 m. 4 f.		
2	MENG-WAI ...	12 m.
20 m. 4 f.		
3	CAMP ON THE NAM-SE-HKA.	7 m. 4 f.
28 m.		
4	CAMP ON THE MUNG-PE-HKA.	10 m. 6 f.
38 m. 6 f.		
5	NAM-LAM (OR LAM-LAM).	10 m. 2 f.
49 m.		

} See Burma Route
Book, Part II.

Fair mule road, general direction east.
At mile 1 $\frac{1}{4}$ cross stream and ascend steeply to Sa-don or Hsi-tung at mile 2 $\frac{1}{2}$, thence

ROUTE No. 12—*contd.*

steadily down hill: at mile 3 a road goes off to the right front to Maipat. Thence down into the Lung-ch'uan valley which is crossed at mile 9½ by ford which is deep after rain, and river may have to be crossed by bridge higher up at Nam-htom.

River is 30 to 40 yards by 2 to 3 feet.

Camping ground.—Good.

Water.—Plentiful.

Fodder.—Grass scarce.

Supplies.—Probably scarce.

6 MÈNG-MAO ... 13 m. Good mule road. As-
 (MONG-MAO). cends gradually up
 62 m. grassy spur for 5
 miles, thence steeper but not difficult to Palaung village of Kawng-
 kha at top of the ridge (5,500 feet) at mile 8. Thence steady des-
 cent past a Kachin village to Mêng-mao, 500 houses, surrounded
 by brick wall 16 feet high.

Camping ground.—Large.

Water.—Plentiful.

Fuel.—Ample.

Fodder.—Grass good.

Supplies.—Said to be large.

7 WANTINGHO ... 19 m. 4 f. General direction east
 north-east. The
 81 m. 4 f. road follows up the
 foot of the hills on the right bank of the river Shweli, at some dis-
 tance from the river, passing at 4 miles a very large Shan monastery,
 gaily decorated. At mile 10½ the road descends gradually to the
 right bank of the river, near a small Shan village ("Ving-kyim").
 Here the Shweli debouches from a narrow winding gorge to the
 north, and is crossed by two dugouts, mules being swum across.
 After passing an extensive sand-bank the road takes a more
 northerly turn and proceeds gradually up the valley of the Nam-
 yang, passing at mile 12 close to the Shan village of Nam-hsawn
 where is a large camping ground with good water and grass. Parts
 of this road are through heavy bamboo jungle, and there are several
 very boggy places in red clay. At mile 19½ the Nam-yang is
 crossed by a bridge to the right bank, and good camping ground
 is available just above the small mixed village of Wantingho.

Camping ground.—For half a Battalion.

Water.—Excellent, from river.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Fair.

ROUTE No. 12--*contd.*

8 MANYIN ... 19 m. General direction
 _____ north-east. The

100 m. 4 f. with undulations, for the first 2½ miles till just before the large Shan village of Man-lim is reached, when it turns north with steepish ups and downs in red clay. This is succeeded by a mile of grassy upland, followed by a steep and stony ascent of 600 feet through a pass (Shan name Nyek-fak), and a still rougher descent of 900 feet into the Shweli valley once more. Thence the road is on the whole good going, along the hillside on the left bank of the Shweli, in the Chinese Shan State of Chêfang. Numerous flourishing Shan villages are passed, several of which would serve as good camping grounds, especially Ho-la (Ho-na) at mile 17. Man-yin is 2 miles further on, over more open country.

Camping ground.—Large.

Water.—Not very plentiful.

Fuel.—Moderate.

Fodder.—Good grazing.

Supplies.—Fair.

9 MANHAO ... 10 m. 6 f. General direction
north-east. Excel-

111 m. 2 f.
the south-eastern edge of the Shweli valley, passing numerous Shan villages to Chêfang at mile 6, the residence of the Chinese Shan *Sawbwa* and the site of a large Shan monastery. After leaving Chêfang the road continues along high ground along the northern side of highly cultivated rice-fields, passing the villages of Manhai and Wên-mu to mile 10, when it continues by a rough stone-paved causeway over the rice-fields to the southern side of the valley, proceeding on up, into a south-eastern cutting, at the foot of which (mile 10 furlongs 6) is the double Shan village of Manhao, picturesquely situated in thick bamboos on either side of a stream.

Camping ground.—Along the road between the two villages.

Water.—Excellent, from the stream.

Fuel.—Plentiful.

Fodder.—Grazing higher up the stream.

Supplies.—Scanty.

10 MÊNGKA ... 10 m. 2 f. General direction
north-east. The

121 m. 4 f. north-east. The road proceeds straight up the narrow gorge ahead by a path which is steep in parts, but on the whole not badly graded, crossing the turbulent little stream by two easy fords, and rising 2,000 feet to the top

ROUTE No. 12—*contd.*

of the pass (5,400 feet) in 3 miles; thence ensues a descent of 350 feet through a narrow valley to a large Chinese village (Hsin-chai, 250 houses) with a market every fifth day. After leaving Hsin-chai the country becomes more open and cultivated; at mile 6 $\frac{1}{4}$ the road passes to the right of the village of Hsiao-Shui-Ching. The remainder of the road passes through groves of fir and bamboo descending slightly to the undulating plain of Mêngka, a partially walled town of some 1,500 houses with unusually winding streets. Here is the headquarters of the Chinese Administrative Deputy for the Chinese Shan States of Chéfang, Mangshih and Mêngpan.

Camping ground.—Abundant, all round the town; best around a fir-clad knoll north of the town.

Water.—Fair.

Fuel.—Plentiful.

Fodder.—Grazing rather scanty in winter.

Supplies.—Large quantities obtainable.

11 MANGSHIH ... 19 m. 6 f. General direction
(3,350'). north-east. Good

141 m. 2 f. mule road. The first 5 miles undulate amongst groves of oak and fir, passing to the right of the largish village of So-t'ien-k'ou; thence ensues a mile of grass-land to the large straggling Chinese village of Mêng-wên. Thereafter the road runs up a narrow fir-clad valley to a small gorge at mile 8 (4,800 feet). This is followed by a long but not difficult descent of 1,200 feet, crossing a high valley cultivated by two Palaung villages at mile 9. At mile 12, the road goes through a large Shan village (Man-lin). A mile further on it passes through a gap in low hills and passes a prominent pagoda-topped hill and two Shan villages to the large market-village of Pa-p'a (mile 14 $\frac{1}{4}$) which possesses over 200 houses and a large Shan monastery, lying in a grove of bamboos on an island in a stream of clear water, crossed by bamboo bridges. Here would be camping accommodation, with ample water and supplies, for a large force. The next 5 $\frac{1}{2}$ miles to Mang-shih (Shan name Mong-hkwan) is practically level going over high grass-land, roughly paved in parts. At mile 17 $\frac{1}{4}$, the road passes to the left of the clearly defined site of an old Burmese fort. At mile 19, shortly after crossing a substantial stone ridge, the road enters the large Chinese market to the south-west of the town, and then passes under the extensive palace of the Mang-shih *Sawbwa*.

Camping ground.—Good and extensive round the town.

Water.—From wells and small streams.

Fuel.—Plentiful.

Fodder.—Fair grazing.

ROUTE No. 12—*contd.*

Supplies.—Large quantities obtainable. The Mangshih plain has the reputation of being the richest in all the Chinese Shan States.

12

LUNGLING

... 15 m. General direction
north-east. Fair

156 m. 2 f.

mule road, with

several very steep bits. The first mile and a half is over a roughly paved road, passing the sugar factories of the village of Man-yang and ascending on to higher ground. At mile $2\frac{3}{4}$ a road branches off south-east to Hsiang-ta. After mile 3 the road climbs up past a small Shan village (Kang-Wang-Fei—20 houses) and then descends steeply by a paved path to a small elaborately terraced rice-field plain (mile 7). This is followed by an ascent of over 400 feet in $\frac{3}{4}$ mile to the crest of a ridge (4,500 feet) which is followed for another $\frac{3}{4}$ mile. Thence ensues a steep zig-zag descent to a suspension bridge (completed in 1899) over a swiftly flowing stream some 60 feet broad (Shan name, Nam-hkwan) at mile $9\frac{3}{4}$. In the winter season, the rice-fields above the right bank of this stream are frequently used as a camping ground by caravans; this site is known as Fang-Ma-Ch'ang, but there is no village, and supplies are unobtainable. From the suspension bridge the road ascends 500 feet steeply and then enters another narrow valley by a winding, narrow track. At mile 12, the road leaves this valley and ascends steeply over a thousand feet to the crest of a ridge (5,400 feet) forming the boundary between the Chinese Shan State of Mangshih and Lungling. This boundary is still marked by the remains of a strip of wall with a paved platform behind it. From the crest, the road descends 300 feet to the southern end of the Lungling plain, and passes the small village of Ch'ing-Mu-Lin. At mile $14\frac{1}{4}$ a road to the right branches off south-east to Hsiang-ta.

At mile 15, the town of Lungling is entered from the south-west past a sub-office of the Chinese Customs, outside which is a charming little camping ground for small parties. Lungling is the residence of a Chinese District Magistrate (*Hsien-Chang*). Population mostly Chinese, about 10,000.

Camping ground.—On either side of the road between Ch'ing-Mu-Lin and the town for at least a Battalion.

Water.—From a stream flowing outside the south-west side of the town, and from wells.

Fuel.—Plentiful, from surrounding hills.

Fodder.—Fair grazing.

Supplies.—Ample.

N.B.—Many of the stages in the route described above are lengthy, but the journey could well be broken at several of the numerous large Shan villages passed en route in both the Ch'efang and Mangshih plains.

ROUTE No. 13.

FROM NAM-HKAM TO LUNG-LING (HSIEN) *via*
SE-LAN.

107 $\frac{3}{4}$ miles.

8 stages.

Authority.—Mr. A. E. Eastes, His Britannic Majesty's
Vice-Consul, Tengyueh, 1918.

Epitome.—Good mule road, with rough and steep bits in places.
Chinese frontier crossed in stage 2.

The first 2 stages follow up the left bank of the river Shweli;
thereafter the route is the same as that described in Route No. 12.

Camping grounds.—Good and large.

Water.—Plentiful nearly everywhere.

Fuel.—Plentiful.

Fodder.—Good grazing at nearly every stage.

Supplies.—Plentiful or fair throughout.

No. of stage and total distance.	DETAILS.
1	SE-LAN ... 13 m. General direction
13 m.	north-east. Good
	level road along the foot-hills on the left bank of the River Shweli, passing numerous Shan villages <i>en route</i> . Numerous small streams, crossed by bridges or easy fords.
	Se-lan measures about 700×500 yards, is surrounded by a mud rampart 15 feet high and a ditch 15 feet broad, and contains over 200 houses.
	<i>Camping ground.</i> —Large, on extensive grass plain beyond the town.
	<i>Water.</i> —Plentiful.
	<i>Fuel.</i> —Plentiful, from surrounding hills.
	<i>Fodder.</i> —Good grazing.
	<i>Supplies.</i> —Fair quantities.
2	NAM-HSAWN ... 12 m. 4 f. General direction east-
25 m. 4 f.	north-east. Good
	mule road, nearly level, passing at mile 5 $\frac{1}{4}$ the large village of Mu-se and many other Shan villages. Nam-hsawn is at the junction of the Nam-yang with the river Shweli.
	<i>Camping ground.</i> —Large.
	<i>Water.</i> —Good and plentiful.

ROUTE No. 13—*contd.**Fuel.*—Plentiful.*Fodder.*—Good grass.*Supplies.*—Not very large.

3	WANTINGHO ...	7 m. 4 f.	See Route No. 12, last portion of Stage 7.
33 m.			
4-8	LUNGLING ...		See Route No. 12. Stages Nos. 8 to 12.
107 m. 6 f.			

ROUTE No. 14.

FROM KAN-AI TO MANG-SHIH.

49 miles.

5 stages.

Authority.—Captain H. R. Davies. *Date.*—May 1895.
His Britannic Majesty's Vice-Consul,
Tengyueh, 1918.

Epitome.—A fairly good mule road which crosses hilly country and makes a good lateral communication between the main routes Bhamo to Tengyueh, and Nam-hkam to Lung-ling T'ing.

The Shweli is crossed by ferry in stage 3, there are altogether 5 ridges to be crossed, but they do not present any great natural difficulties.

Camping grounds.—Said to be good.

Water.—Said to be good.

Fodder.—Grazing scarce except stage 4.

Supplies.—Scarce except in Möng-hkwan plain.

No. of stage and total distance.	DETAILS.
1	MAN-TUNG ... 11 m. General direction east-south-east. Crossing to the right bank of the Nam Ti, the road ascends the hills bounding the valley and reaches the summit at 5 miles. It then descends into the Mantung valley, and reaches the village of that name, which lies above the right bank of the stream.
11 m.	<i>Camping ground.</i> —Good. <i>Water.</i> —Good and plentiful. <i>Fuel.</i> —Plentiful. <i>Fodder.</i> —Good grazing. <i>Supplies.</i> —A good quantity obtainable.
2	HO-YANG (IN MÖNG-YANG). 9 m. General direction south-east. Cross the Mantung stream by easy ford, the road curves at Li-sang at 2 miles. It then ascends very steeply for 2½ miles and then very gradually to Pei-ma-t'ou at 5½ miles, a Chinese village of 40 houses. From here there is a steep descent of 2 miles and from thence a more gradual descent to the Möng-yang plain at Ho-yang, a Shan village of 30 or 40 houses and a <i>kyaung</i> .
20 m.	

ROUTE No. 14—*contd.**Camping ground.*—Good.*Fodder.*—Grazing good.*Supplies.*—Fair quantity.

3 TA-SHUI-CHING ... 7 m. General direction
south-east. From
Ho-yang (3,300 feet)

27 m.

the road goes across the level paddy-plain to the ferry at Ti-yang at $\frac{3}{4}$ mile. After crossing the river there is a steep ascent to a height of 5,400 feet at 4 miles. From here the road is fairly level and there is finally a little downhill to Ta-shui-ching, a Chinese village of 50 or 60 houses. Height, 6,000 feet.

At $\frac{3}{4}$ mile Shweli river (Nam-yang or Lung-chiang) from the left; 65 yards wide; in a sandy bed 135 yards wide; 5 feet deep at ferry; 3 feet deep at the ford just below; crossed by four small dug-outs; two tied together will take five mule-loads. Current moderate, bottom sandy.

Camping ground.—Round village.*Water.*—From small stream.*Fodder.*—Fair grazing.

4 NA-HKA-(IN MÔNG- 9 m. General direction
CHI). south-east. From
Ta-shui-ching (5,200

36 m.

feet) there is a gradual ascent passing Pei-ai at $2\frac{1}{2}$ miles, and reaching the top of the range at 5 miles at Ho-t'ou-ts'un, a Chinese village of 100 houses with two large temples (6,400 feet). From here there is a steep descent passing the Palaung village of Tao-p'o at 7 miles (4,600 feet) and reaching the plain at $8\frac{1}{2}$ miles; thence nearly level to Na-hka, 40 houses and monastery. Height 3,950 feet. There is no town of Mông-chi. Na-hka is one of the principal villages.

Camping ground.—Large.*Water.*—Good.*Fodder.*—Grazing good.*Supplies.*—Fairly good.

5 MANGSHIH ...13 m. General direction east.
Road practically
level the whole way.

49 m.

From Na-hka (3,950 feet) the road crosses the end of a low spur and descends a little into the lower part of Mông-chi, passing near Chên-pêng at 2 miles, crossing the Nam-chi, and then going over nearly level grass-land till it enters the Mangshih plain just above the village of Man-pyep at 6 miles. It runs up the edge of the plain to Man-hung at 8 miles and then goes across the plain crossing the Man-hkwan at $9\frac{1}{2}$ miles, and passing several Shan villages,

ROUTE No. 14—*contd.*

till the town of Möng-hkwan is reached (500 Shan houses and three monasteries and Sawbwa's large palace in middle of town). Height 3,350 feet.

Rivers.—At 2 miles Nam-chi from the left (6 yards by 6 inches) in a bed 50 yards wide, which is occasionally filled up after heavy rain, and is sometimes unfordable for two or three days. There are no boats or rafts.

At $9\frac{1}{2}$ miles Nam-hkwan from the left, 30 yards by 1 foot, sandy bottom.

Shaky foot-bridge; ford occasionally impassable in the rains. It is then crossed by small rafts.

Camping ground.—Large.

Water.—From wells and stream.

Fuel.—Plentiful.

Fodder.—Fair grazing.

Supplies.—Large.

ROUTE No. 15.

FROM NANG-SUNG-KUAN (NORTH-EAST OF NAN-TIEN) TO LUNG-LING *viâ* MAN-LO BRIDGE.

41 $\frac{3}{4}$ miles.

4 stages.

Authority.—Captain Davies, November 1899; Mr. A.E. Eastes, His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—A fairly good mule road. The country up to the T'ai-P'ing—Shweli watershed (stage 1; 7,400 feet) is fairly open. Thence a descent through thick jungle to the P'u-wo plain and after another short ascent descend over open undulating country to the Shweli plain.

Camping grounds.—Good.

Water-supply.—Good.

Fodder.—Good grazing.

Fuel.—Ample.

Supplies.—Small.

No. of stage and total distance.	DETAILS.			
1	TA-CHIEN	12 m. 2 f.	General	direction south-south - e a s t.
<p>12 m. 2 f. Ho valley crossing the stream at 1 mile and turning out of its valley at 1$\frac{1}{4}$ miles (3,700 feet), ascending the side of a spur to Shun-chia-chai (4,500 feet) at 2$\frac{1}{2}$ miles. Thence nearly level passing Mêng-ts'ang (30 houses and good water) at 3$\frac{1}{2}$ miles. Hence up steadily passing Mu-kua-chai (12 houses) at 6$\frac{1}{2}$ miles (6,300 feet). Here is good water and some room for camping. Still steadily up to Chai-t'ang (6,800 feet); at 8$\frac{3}{4}$ miles a monastery, with a few houses scattered about below it. Gradually up hill till the T'ai-P'ing—Shweli watershed is crossed at 10$\frac{3}{4}$ miles (7,400 feet). A little down to Ta-chien 12 or 15 scattered houses. Height 6,950 feet.</p> <p><i>Rivers.</i>—At 1 mile Nang-sung Ho, from the left (45 yards×2 feet), strong current but fordable.</p> <p><i>Camping ground.</i>—Large.</p> <p><i>Water.</i>—From small stream and pond.</p> <p><i>Fodder.</i>—Fairly good grass.</p> <p><i>Fuel.</i>—Plentiful.</p> <p><i>Supplies.</i>—Small.</p>				

ROUTE No. 15—*contd.*

2 HUANG-NI-P'O (IN 13 m. General [direction
TA-P'U-WO PLAIN) south-east. Road
25 m. 2 f. through jungle nearly
all the way. From Ta-chien fairly steep down hill passing Hsing-
chia-shan at $1\frac{1}{2}$ miles and a large temple called Huang-kuo-ssu at
3 miles. Here is good grass, water, and camping ground, and
the village of Man-tung is passed at $3\frac{1}{4}$ miles (4,400 feet). Here
the Hsiao-r'u-wo plain is crossed. It is $1\frac{1}{2}$ miles long and 1 mile
wide, containing 4 Chinese villages. At $3\frac{3}{4}$ miles the small stream
which runs down the middle of this plain is crossed and at $4\frac{1}{4}$ miles
the road leaves the plain and ascends steadily through jungle till
4,900 feet is reached at $5\frac{1}{2}$ miles. Hence more level, passing Shan-
tung (30 houses) at 6 miles. Here is a small temple and good
camping grounds, grass, and water. At $7\frac{1}{4}$ miles a steep bit of
uphill from 5,100 feet to the top of a spur at 5,900 feet at 8
miles. Nearly level round the hillside to $8\frac{1}{2}$ miles, then steep
down to Shang-pêng-nai at $10\frac{1}{2}$ miles (4,600 feet). From here
gradually down among little narrow valleys till the Ta-p'u-wo
plain is reached at Wo-yei at $12\frac{1}{2}$ miles. The plain is about 5
miles long and $\frac{1}{2}$ mile wide. The P'u-wo Ho is crossed in the
middle of it and at the foot of the hills on the opposite side in
Huang-ni-p'o.

Rivers.—At $3\frac{3}{4}$ miles stream in Hsiao-po-wo plain from the
left (10 yards \times 1 foot). Easy ford and foot-bridge.

At $13\frac{3}{4}$ miles P'u-wo Ho, from the left (15 yards \times $1\frac{1}{2}$ feet)
strong current. Ford and foot-bridge.

Camping ground.—Large in the plain between the two villages.

Water.—Good.

Fodder.—Good grass.

Fuel.—Plentiful.

Supplies.—Small.

3 MAN-LO BRIDGE 8 m. General direction east-
south-east. From
33 m. 2 f. the Ta-p'u-wo plain
the road rises steadily through jungle to the top of a spur at 2
miles (5,300 feet). From here onward the country is open. The
road goes over undulating country, passing Hsiao-ping-lung (2
houses) at $2\frac{3}{4}$ miles. Here are good camping-grounds and water.
From Mo-lo at $4\frac{1}{2}$ miles the road begins to go down passing Chung-
shan and Man-p'a till Man-lo village is reached at $6\frac{1}{2}$ miles. The
road still goes down till the bridge is reached. Height of ferry
3,700 feet.

Rivers.—At 8 miles Shweli river (called Lung-chiang by the
Chinese). From the left (100 yards \times 9 feet) in a sandy and stony

ROUTE No. 15—*contd.*

bed 120 yards wide. Strong current, crossed by an iron chain bridge.

Camping ground.—On both banks, the nearest village is Man-lo 1½ miles off.

Water.—Unlimited, from R. Shweli.

Fuel.—Plentiful.

Fodder.—No good grazing near.

Supplies.—Very scanty, from Man-lo village.

4 LUNG-LING ... 8 m. 4 f. See Route 16, Stage 1.

41 m. 6 f.

ROUTE No. 15-A.

FROM NANTIEN TO LUNG-LING HSIEN.

41 $\frac{3}{4}$ miles.

3 or 4 stages.

Authority.—Mr. A. E. Eastes, His Britannic Majesty's
Vice-Consul, Tengyueh, 1918.

Epitome.—General direction east-south-east. Fairly good mule road, joining Route No. 15 in Stage 1. Leaving Nantien by the north-east gate, the road turns sharply to the right (south-east) and ascends 500 feet on to a small terraced plateau; this is crossed, and the ascent continues by a winding but fair road to the crest of the watershed between the T'ai-P'ing and Shweli rivers (7,000 feet). The track over the high ground is in places ill-defined, as traffic is inconsiderable. From the watershed the road follows the route of Stage 1 of Route No. 15, down to Ta-chien, above the Hsiao-P'u-Wo plain.

N.B.—Stages 3 and 4 of Route No. 15 may quite well be, and usually are, compressed into one.

ROUTE No. 16.

FROM LUNG-LING (HSIEN) TO TENG YUEH.

45½ miles.

3 stages.

Authority.—Mr. A. E. Eastes, His Britannic Majesty's
Vice-Consul, Tengyueh, 1918.

Epitome.—Good mule road, with some rough bits in the first half of Stage 1, before crossing the river Shweli. After Man-lo the going is on the whole fair until the steep descent to, and the stone-paved road in, the Tengyueh plain.

Camping grounds.—Ample for one Battalion.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Fair grazing, except at Stage 2 (in winter).

Supplies.—Fair quantity obtainable.

No. of stage and total distance.	DETAILS.		
1	MAN-CHI	... 16 m.	General direction north-west. Fair mule road, passable
16 m.	<p>for mounted troops. From the northern end of Lung-ling the road leads over rice-fields past the "golden temple," crosses the small Mên-li stream by a 10 feet span stone bridge (mile ¾), and ascends gradually on to grassy slopes. After rising 300 feet to the ridge-crest at mile 2½ (5,600 feet) the track winds easily down a spur to the valley of the rapid Shêng-pei river, crossed by a heavy 20 feet-span stone bridge, and ascends steeply to the crest of the ridge overlooking the Shweli gorge, the view of which and of the opposite mountains is fine. From the ridge, the road leads down past the village of Na-nai (mile 5½, 30 houses) to the iron-chain suspension bridge over the Shweli, or Lung-Chiang (Manlo bridge, 3,750 feet). The piers, chains and planks of this bridge were repaired early in 1917, and at least 6 loaded mules can cross simultaneously without danger. The span of the bridge is over 180 feet, and its height at the centre is 30 feet above high-water-level.</p>		
	<p>From the bridge a rough and stony path ascends 500 feet to more level ground, and passing through the village of Man-lo (mile 9¾) winds round the eastern shoulder of a ridge through a forest of pines, the path being flanked in places by gigantic cactus. A small Shan village (Pai-i-chai) lies a little below the road to the right, and at mile 10¼ extensive views are obtained of the fields</p>		

ROUTE No. 16—*contd.*

on the right bank and the fir-clad range studded with numerous villages on the left bank of the Shweli. For the next 5 miles the going is good, crossing the Man-chi stream (mile 12) by a 10 feet-span bridge and the Mêng-lien stream (mile 14) by a fine stone bridge of over 30 feet span. For the last two miles, the road ascends gradually towards Man-chi-p'o, the peak towering above the village of Man-chi (4,800 feet).

Camping ground.—Large.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Small.

2	MÊNG-LIEN ... 15 m. 4 f.	General direction north-west. Good mule road, passable
---	--------------------------	--

31 m. 4 f.

for mounted troops, with some steep ascents and descents. Leaving Man-chi the route ascends an easy gradient, at first by a rough paved path, past two or three small villages on to the crest of the Man-chi-P'o ridge at mile $2\frac{1}{2}$ (5,350 feet). This ridge here forms the watershed between the Shweli and the P'u-wo-Ho. The route, following the thickly-wooded crest of this watershed—at times in view of the Shweli, towards which the slopes run steeply with occasional terraces and villages, passes the small villages of Lan-pan-t'êng and Huang-ni-k'an (or Huang-ni-k'u) and continues to wind along the ridge, thickly covered with pine trees, at an elevation of some 6,800 feet. At mile $11\frac{1}{2}$, the ridge joins the Shweli-T'ai-P'ing watershed, and one mile further on the extensive plain of Mêng-lien comes into view. From this point the route, which is now broad and good, descends 800 feet through a cutting into the fields, passing Yao-chia-chai (200 houses) at mile 13. After crossing the Mêng-lien Ho by a substantial stone bridge, the route passes through Tung-chia-chai (over 200 houses), and continues up the western side of the valley past villages, tile factories and a large school-house (formerly the temple of the God of War), into the long market-street of Mêng-lien.

Camping ground.—Extensive, along the road near the main village.

Water.—Abundant, from streams and wells.

Fuel.—Plentiful.

Fodder.—Grazing rather scanty in winter.

Supplies.—Ample, of all kinds.

3	TENGYUEH ... 14 m.	General direction north-west. Good mule road, passable
---	--------------------	--

45 m. 4 f.

ROUTE No. 16—*contd.*

for mounted troops, with steep descent into the Tengyueh plain. After $\frac{1}{4}$ mile across the paddy-plain the road rises on to higher ground between two branches of the Mêng-lien Ho, and passes through the triple village of Shang-chia-chai (over 200 houses); it then begins the steepish ascent of nearly 1,000 feet up a long bare spur to the crest of the ridge (7,100 feet) overlooking the Tengyueh plain. From this point (mile 5) the route descends, in places rather steeply, down a bare winding spur into the southeastern corner of the Tengyueh plain. From the foot of this spur (5,900 feet), the road is stone paving, very rough in places, right into the suburbs of Tengyueh. Several large villages are passed *en route*, notably Ta-tung, with over 1,000 houses, situated all round the foot of a large grassy flat-topped knoll (mile $9\frac{1}{2}$). Two miles further on, the route joins the main road from Yünnanfu to Tengyueh. The last mile and a quarter runs along a raised stone causeway across extensive rice-fields, and enters the southern suburbs of Tengyueh.

Camping ground, etc.—See Route No. 6, Stage 8.

ROUTE No. 17.

FROM LUNG-LING (HSIEN) TO PAO-SHAN (HSIEN)
FORMERLY KNOWN AS YUNG-CH'ANG FU
via LA-MÊNG BRIDGE.

64½ miles.

7 stages.

Authority.—Captain H. R. Davies; Captain H. B. Walker, November 1899; Mr. A. E. Eastes, His Britannic Majesty's Vice-Consul, Tengyueh.

Epitome.—Good mule road except in stage 2 where paving is bad. The route ascends to the Salween watershed which is crossed at 6,500 feet in stage 2, and then descends through hill cultivation and pine woods to the Salween which is crossed by the La-mêng Bridge in stage 4. Thence a long and steep ascent to stage 5 where route No. 137 is met.

Camping grounds.—Cramped except at stage 5.

Water.—Supply good.

Grazing.—Poor.

Supplies.—A fair quantity obtainable.

No. of stage and total distance.	DETAILS.		
1	HUANG TS'AO-PA 8 m. 4 f. (6,050').	General direction north-east.	Good mule and bullock
8 m. 4 f.	road; passable for mounted troops. The route leaves Lung-ling by the north-east gate, and runs across the paddy-fields to the foot of the hills by a paved path and then up the narrow cultivated valley of the Huang-ts'ao Ho, at mile $1\frac{1}{4}$ winding into the hills by a paved path up a bare spur dotted with tomb stones.		
On a parallel ridge to right hand, lies the large village of Pa-ch'iao-chang up to which runs a well defined route, while far to the north-west is seen the prominent peak of Lu Ts'ung Shan (9,050 feet) some 6 miles due north of T'êng-yüeh.			
After about $\frac{1}{4}$ mile easy ascent the spur, up which the route runs, flattens out. Thence the route skirts the village of Ta-ping-tzu and rises by a gradual ascent to mile $4\frac{1}{4}$ (elevation 6,200 feet) when a well-used route leads to a distant village called Mêng-mao, a route from the village of Li-po-po to the east joining at mile 4.			

ROUTE No. 17—*contd.*

The crest of the ridge is reached (6,500 feet), the final ascent being short but steep. Behind the crest of the ridge and on the road lies the small inn of Hsin-tang-sang. Thence to Huang-ts'ao-pa, which shortly comes in sight, the route runs down the centre of a plateau of low, bare, round-topped hills, following the course of a brisk streamlet through a shallow valley, rocky in places, until it emerges on the Huang-ts'ao-pa fields, passing between two small villages of the same name; Huang-ts'ao-pa contains some five villages and fair-sized, deeply terraced paddy-fields sloping from the north-east and surrounded by bare or sparsely tree-clad hills.

Rivers.—Mile 1, the Huang-ts'ao Ho (10 yards by $1\frac{1}{2}$ feet), stone bridge, flows to the Lung-chiang (Shweli).

The last $2\frac{1}{2}$ miles a brisk streamlet (10 feet by $1\frac{1}{2}$ feet) is crossed and recrossed.

Camping ground.—The best camp-accommodation will be found at the upper end of the valley between some hot springs and the village, amongst low foot hills. Good camp-accommodation may also be found westward down the open valley of the Huang-ts'ao-pa Ho. The paddy-fields themselves afford accommodation for a brigade, if not under cultivation and irrigation.

Fodder.—None.

Supplies.—None.

2	CHEN-AN-SO	...	7 m.	General	direction
				north-east.	Rough
				mule and	bullock

15 m. 4 f.
road; passable for mounted troops, but where paved it is much broken up, and the first portion of the route is wet and swampy.

Leaving the southern villages of Huang-ts'ao-pa the route runs up the eastern side of the valley by a rocky path originally paved, now much broken up, past the hot springs; the village of Wan-tang to the right hand, and the three villages of Tuan-chia-chai to left-hand—to the head of the valley at $2\frac{1}{4}$ miles when the route crosses a low spur (100 feet or so elevation) into a small valley watered by a stream flowing south into the Huang-ts'ao Ho. Through this valley the route is very rocky and bad, and wet in places by overflows from cultivation. At mile $3\frac{3}{4}$ the double village of Lung-shan-ka, 10 or 15 houses, with a substantial brick building in each portion, is passed to right-hand, 300 yards up the hillside. The route then crosses a low spur into a third valley up which it runs for nearly a mile; it then rises slightly to cross the Salween-Irrawaddy watershed (6,500 feet) descending 200 feet to the Chen-an-so plain; the route runs first along the lower or south-western side of the plain and then crosses the fields to the central or chief village, which lies at the foot of north-east slopes, and which is

ROUTE No. 17—*contd.*

partially walled with a fortified gateway at each end, and contains some 300 to 400 houses.

Rivers.—Mile $1\frac{1}{2}$ Huang-ts'ao Ho ; stone bridge.

Mile $6\frac{3}{4}$ Chen-an-so Ho (5 yards by 1 foot) stone bridge.

Camping ground.—There is very little camp-accommodation in Chen-an-so itself, the fields being so much under irrigation as to render them damp and unhealthy. Parties of 20 men or so will find indifferent accommodation on a dirty patch to the north of the bazar and inn, and close to a two-storeyed temple. Troops could camp along the lower slopes of the north-eastern ridge or be distributed among the villages which are principally situated at the foot of the same ridge.

Supplies.—Paddy in large quantities and vegetables, including potatoes, many of the houses having small gardens behind them.

Fodder.—Little or no grass is obtainable.

3	UPPER LA-MÊNG	12 m.	General	direction
(4,900').			north-east.	Good
27 m. 4 f.			mule road ;	passable

for mounted troops.

The route leaves the central village of Chen-an-so by a zig-zag path in places hewn out of the hill and makes a steady ascent to mile 2 when the crest of the ridge is reached at an elevation of 7,200 feet.

Thence the route winds on to another ridge behind a bare round-topped hill above the Chen-an-so valley, and continues to ascend to the 3rd mile, reaching an elevation of 7,600 feet. Below this to the south-east lies a deep ravine-like valley beyond which the hills rise in three tiers, culminating in a range which contains a fine peak called Ta-hsüeh-shan. The slopes of the lower tier of hills facing the route contain the three small villages of Chêng-tsai-t'ang, and are mapped out with hillside cultivation. The route now follows the crest of the ridge which is bare, save for a few pine trees and low scrub. Lu-chiang-pa or Mông-hko plain comes into view after $\frac{1}{4}$ mile, while routes lead to Kuang-hsin to north-west at $3\frac{1}{2}$ and $3\frac{3}{4}$ miles.

At $4\frac{1}{4}$ miles a route leads to Ku-to-chai and at $5\frac{1}{4}$ miles the route descends by a steep zig-zag path into the deep ravine-like valley of the Shan-hsi-shui Ho (6,300 feet). Immediately above the point where the route drops into this valley the large village of Kou-t'ou is situated, on a very steep slope, the hillside being cut away for the sites of the houses. From the valley of the Shan-hsi-shui Ho the route ascends very steeply some 400 feet by a bad and broken path for nearly $\frac{1}{2}$ mile, and leaving the large village of Ku-shui-t'ien to right-hand, turns due north round the face of

ROUTE No. 17—*contd.*

a bare round-topped hill. It then runs just below the crest of the ridge in full view of the Mōng-hko plain.

Thence onwards the route undulates along the ridge side through pine trees, passing above the scattered village of Sung-shan, and leaving the large village of the same name situated at the base of a large pine wood to left hand on another spur at mile 8 (6,400 feet). Here there is an open space among pine trees affording halting accommodation for 1,000 men, though there is no water nearer than Sung-shan where there are said to be a couple of wells. Here also the alternative route from Chen-an-so, which leaves the plain at the village of Shuang-chai, joins.

From here the route descends 1,500 feet continuously down the side of a fir-clad spur to La-mêng village at mile 10, passing above the small village of Tuan-chia. For the last three miles the deep ravine-like valley of an almost dry stream lies below, and to right hand of the route, widening out into fields of Upper La-mêng, which consists of three villages; the upper village close to the roadside where there is a substantial and newly-built inn; the central and the third villages on the south side of the valley, the latter being the largest.

Camping ground.—The best camping ground for small parties is between the upper and central villages. Scattered accommodation could be found for a brigade about each village, the fields though extensive being too long under irrigation to be fit for camping on. At Lower or Hsia-la-mêng there are a couple of substantial inns and half a battalion could be accommodated round about it.

Water.—From the La-mêng stream.

Supplies.—Of paddy plentiful.

Fodder.—Scanty grazing.

4	TA-P'ING-TZU	...7 m. 4 f.	General direction to the ferry north-east. Fair mule and bul-
---	--------------	--------------	---

35 m.

lock-road, passable for mounted troops.

From Upper La-mêng it is a five-mile descent of 2,650 feet *viâ* Lower or Hsia-la-mêng, and thence down the north side of a ravine by a steep gradient. At mile $\frac{1}{4}$ the temple of Upper La-mêng which commands the ascent disappears from view. At about mile $2\frac{1}{2}$ the two villages of T'ien-kang-i, which are situated on a spur shelf, 1,000 feet above, and commanding the bridge and to which troops, crossing from east to west, could send covering parties if required, come into view; thence the route continues to descend winding over the spur sides in view of the river and above small cultivation till $4\frac{1}{2}$ miles when the route turns upstream. The river here which flows from north to south has an

ROUTE No. 17—*contd.*

easy current, and is about 100 yards wide, sandbanks in the dry weather forming some $\frac{1}{3}$ mile down, and just before the river takes a bend round to the east. There is practically no camp-accommodation at the bridge. Accommodation for a couple of battalions could be found by bivouacking below the bridge on the sands on the left bank and in the small cultivation mentioned already, some 500 feet up on the right bank if not under irrigation, but there is little standing room for animals, and troops would have to cross by detachments. The route then runs at first southward, then turning eastwards, ascending 900 feet in a mile when small sloping fields are reached, where a halt preparatory to descending to cross could be made.

Thence the route continues to ascend rather more easily to Ta-p'ing-tzū at mile $2\frac{1}{2}$ from the river, the last half-mile running over flattened-out spurs, which are cultivated and which would afford standing room for a large force.

Ta-p'ing-tzū is a large village, containing some 100 houses.

Camping ground.—To the north of the village for small parties. If it were absolutely necessary to camp troops here the best accommodation would be on the spur shelves below the village where there is room for a brigade, water being brought up from the Salween. But if possible Ta-p'ing-tzū should be avoided as a camp by parties of over 100 men.

Water.—From 2 small wells.

Supplies.—Said to be considerable.

NOTE.—The bridge was broken down in 1910 but it has been reported that repairs were being commenced.

5 NIU-WANG OR 10 m. 4 f. General direction a
YU-WANG. little north of east.

45 m. 4 f. Good mule road

passable for mounted troops. From Ta-p'ing-tzū there is a steady climb of about $1\frac{1}{2}$ miles up the ridge behind the village, rising, 1,100 feet, when a point is reached whence there is a fine view of the Mōng-hko plain and River Salween and westward of Lamêng village and the ridge behind; also the big hill Ho-mu-shu-shan, 2 days journey east of Têng-yüeh. Continuing up the ridges several villages are passed to left hand and below the slopes including Pu-hsiu-ti. At mile $3\frac{1}{2}$ the route winds on to the southern side of the ridge when Mêng-hko plain passes out of sight, and the route runs level along the ridge side above a deep valley to the north. At about mile $4\frac{1}{2}$ the route passes again on to the northern side of the ridge by a newly-traced route unpaved and little worn, and rises to the lower village of Têng-tzū-p'u (15 to 20 houses, water for 200 to 300 men from stone-lined tanks, camp-accommodation in the village only), while a further climb of 400

ROUTE No. 17—*contd.*

feet reaches upper Têng-tzū-p'u, a prosperous village below and west of the fir-clad ridge crest, containing a large inn and newly-built substantial house, some 60 feet long and capable of accommodating 100 men, also several other substantial buildings. Just below the village westward on a large spur shelf, almost deserving the name of a plateau, are considerable fields of vegetables, wheat and opium, on the northern edge of which, on a low ridge terminating westward in a fir-clad knoll, a battalion could find accommodation.

Camping ground.—As above for a brigade.

Small parties should camp at the upper village on the small ridge of fir-clad knolls to the north-west of the village and above the fields.

Solitary travellers can put up in the inn, and it is advisable to do so as the villages round are said to harbour bad characters and thieves.

Water.—From the upper village, procured from a perennial hillside stream; from the lower village from stone-lined water tanks.

Supplies.—Good, including vegetables.

Fodder.—Some coarse grass.

NOTE.—The onward route to Paoshan (Yung-ch'ang) runs out of the centre of the village, first south, then south-east up a small cultivated valley for a mile, when a stone pillar to right hand side of the road marks the bifurcation of two routes, the one onward and in a south-easterly direction to Shih-tien, that to the left hand or north-east leads to Niu-wang.

6	TA-KUAN-SHIH ...	10 m.	} See Route 137. Stages 14 and 15.
55 m. 4 f.			
7	PAO SHAN (HSIEN) (YUNG-CH'ANG).	9 m.	
64 m. 4 f.			

ROUTE No. 18.

FROM MÊNG-P'ÊNG TO LUNG-LING.

67½ miles.

7 or 5 stages.

Authority.—Captain H. B. Walker, March 1899 ; Mr. A. E. Eastes, His Britannic Majesty's Vice-Consul, Tengyueh, 1918.

Epitome.—A fair mule road for the first two stages but improves considerably later on. This route connects Lung-ling with the Kun-long—Paoshan (hsien) Route, No. 137.

After a steep ascent the route drops down to the Salween valley in stage 4, the river being crossed by a ferry. Thence over bare hilly country, except on both sides of the P'ing-Ka plain.

Camping grounds.—Cramped except last two stages.

Water.—Good.

Fodder.—Grazing very scarce except at P'ing-Ka.

Fuel.—Plentiful.

Supplies.—Very scarce in first 2 stages.

No. of stage
and total
distance.

DETAILS.

1	CHANG-LUNG (5,900').	... 12 m.	General direction north. Rocky mule and bullock road ;
---	-------------------------	-----------	--

12 m.

passable for mounted troops. Leaving Mêng-p'êng the route crosses the western branch of the Mêng-p'êng Ho and heads for the valley of that stream on the left-hand top corner or northern end of the plain, crossing the paddy-land on to rolling foot hills, as far as the entrance to the valley, when it strikes up the western ridge along the crest of a narrow spur. The last half of the ascent zig-zags steeply up the face of what appears from the plain below to be the cliff, the path being roughly paved, finally passing through a gap in the ridge face at 4½ miles, after an ascent of 1,300 feet. Thence it skirts a circular grassy valley, where a brigade could be assembled preparatory to descending into the plain, if moving from the north-west, and whence through a window-like gap there is a fine view of the plains below. From here a route branches off to the left hand or west to Ta-shui-tang in North Ko-kang, the onward route running up and above a grassy valley which culminates in the diminutive circular plateau of Nan-sou-pa at mile 6¼, the main village situated amongst fine trees and bamboo clumps, smaller

ROUTE No. 18—*contd.*

villages under the same headman being situated on the sloping termination of the plateau to north and west.

Here there is ample camp accommodation for a large force, but water is scarce and would have to be procured by sinking wells in the higher *nullahs* of the northern plateau slopes.

Skirting the main village, the route ascends slightly into a bare open valley, which at mile $7\frac{1}{2}$ terminates at the base of rocky slopes. Here on the right hand or east side of the valley there is a small stream, which would provide drinking-water for troops on the march if not appropriated for the irrigation of terraced fields.

Thence there is a continual climb, in parts steep and very rocky, through occasional open cultivation to mile $9\frac{1}{2}$ when the crest of the ridge, lightly clothed with small fir trees and scrub, is reached at an elevation of 6,400 feet. From this point there is a fine view of the big ridge to the east of the Mêng-p'êng plain, and westward across the Salween.

From the crest there is a continuous descent by a fairly easy gradient to the small village of Chang-lung (15 to 20 houses) situated in a sort of basin crested by thick fir trees, which locate the position of the village before the houses come into view.

Rivers.—At $\frac{1}{4}$ mile western branch Mêng-p'êng Hò, 20 feet, high banks. Original stone bridge broken down, bamboo foot-bridge. Animals cross 50 yards higher up.

Camping ground.—There is rather sloping camp-accommodation above the village to the north-west amongst the fir trees for 300 men.

Water.—With careful distribution, for 300 men from a well or reservoir below and to the east of the village, and $\frac{1}{4}$ mile from, and 200 feet below, the camping-ground. Small parties can pitch 3 or 4 tents between the water and the lower houses of the village.

Supplies.—Scarce.

2	CHUNG-SAI	...	9 m.	General	direction
				north,	to the ferry,
21 m.				then	north-west.

Fair mule road, passable for mounted troops.

Leaving the lower side of the village the route descends at first by an easy gradient along a fir-clad spur, then by a steeper gradient and zig-zag path down the bare ridge side to the Nan-kai Hò at mile 3. Here there is camp-accommodation for a brigade, and good water-supply from the Nan-kai Hò. During the descent, at $1\frac{1}{2}$ miles, terraced fields and a small perennial hillside stream afford camp-accommodation for 200 men, and drinking water for a large force, provided a small reservoir be dug first. Sandbanks on both sides of the river in the later months of the dry season afford standing room for a battalion or more, and space in which to load and unload.

ROUTE No. 18—*contd.*

animals. There are large shady trees on the borders of the camping ground and above the sandbanks. It is a comparatively easy ferry; one boat; two or three rafts; animals are swum across (elevation 2,200 feet). From the ferry there is a steep and stony ascent of 1,000 feet in rather less than a mile to the crest of the lower or minor ridge in the range. Here there are paddy terraces (3,200 feet) on which is established a *likin* station from Mêng-tui. Fifty feet below, and separating it from the main range, flows a brisk streamlet through a rocky bed, on which, and in the paddy terraces above, a couple of battalions could find close accommodation. From this narrow valley the route ascends at first steeply, then more gradually for $2\frac{1}{2}$ miles up the crest of a bleak spur. To the south runs a route on a parallel spur *viâ* the village of T'ou-tzu-chai and said to lead to Trans-Salween Mêng-tui.* The crest of the ridge is reached at $3\frac{1}{2}$ miles from the ferry at an elevation of 4,700 feet, when the route drops some 100 feet into Chung-sai, situated round the hillsides which are under cultivation, and which afford no camp-accommodation. The village contains some 20 to 30 houses; and a good inn.

Rivers.—Mile 3, Nan-kai Ho, 15 feet by 1 foot, easy crossing good drinking water.

Mile $3\frac{1}{2}$, the Ch'ih-tao Ho ferry on the Salween; about 120 yards broad.

At mile $4\frac{1}{2}$, a stream 15 feet by 1 foot; good drinking water; easy crossings.

Camping ground.—For about 200 men above and half a mile beyond the village north-westward, in and above a narrow terraced valley.

Water.—From a very small but perennial stream.

Fodder.—None.

Supplies.—Very small.

3	P'ING-KA	... 10 m.	General direction
			north-north-west.
			Good mule road

31 m.
passable for mounted troops.

Leaving Chung-sai, the route winds out to the right hand or north, over under-features, on to a fir-clad spur at mile 1; ascends its crest by an easy gradient winding round and rather above the village of Mang-pien, lying to the left hand, $\frac{1}{2}$ mile distant on a shelving spur of the main ridge.

The spur carries the route with a gradual ascent on to the eastern end of the main ridge, and just below a fair-sized, lightly fir-clad peak at mile 4. The route winds round the base of this peak

* Not to be confused with the Mêng-tui in the Mêng-p'eng valley.

ROUTE No. 18—*contd.*

at an elevation of 6,100 feet into view of the P'ing-ka plain, some $4\frac{1}{2}$ miles long and $\frac{3}{4}$ mile wide, and bordered on either side with villages. Thence there is an easy descent of 500 feet through low jungle into the south-west corner of the plain, striking it at the village of Kuan-chai, a route branching off westward over the hills said to lead to Mêng-tui.

Thence the route runs up the centre of the plain, crossing the P'ing-ka Ho twice by stone bridges, to the small village of Pai-i-chai, containing 8 to 10 houses and a good inn. The best market village lies $\frac{1}{4}$ mile further northwards. The best camping ground for single travellers lies in a little grassy hollow on the Eastern slopes just north of the main village.

The *bazar* village lies $\frac{1}{4}$ mile further northward.

Rivers.—The P'ing-ka Ho or Pin-t'o Ho, 8 yards by 1 foot flows down the centre of the plain.

Camping ground.—For a battalion on the grassy slopes north-east of the main village.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Fair.

4	NANG-SAI	... 17 m.	General direction
48 m.	(5,700').		north-west. Good but hilly mule road

passable for mounted troops.

Leaving the village of P'ing-ka the route runs across the rice fields to the foot of the hills at mile 1, which are entered at the village of Sha-chai, and the route then mounts by long steep ascents and occasional bits of level, by at first a rocky, afterwards a hewn-out path on to a spur 1,000 feet above the plain at mile 3, parallel spurs to the north and south carrying routes up from the P'ing-ka plain, the route on the southern spur now joining in on the left-hand at the third mile. From this point the route ascends to the crest of the range—it may almost be called a plateau. Passing through a belt of jungle, the route traverses, by an undulating path, the top of the range or plateau consisting of low hills of equal height, intersected by numerous small grassy valleys inclined to be moist and whence water could be obtained for drinking purposes by sinking wells.

Camping ground.—For 200 to 300 men; *water* for the same number is obtained just below the belt of shrubs on flat bare knolls and from small pools in a grassy nullah or ravine just below.

One village, Hu-chai-chai, is passed to left hand or south at the seventh mile and a detour might be made for a halt at this village, which is beautifully situated in clumps of dense bamboo.

ROUTE No. 18—*contd.*

It is, however, fully 4 miles off the main road. The western edge of the plateau splits up into spurs, down one of which the route descends 1,000 feet to the narrow valley of the Tsa Ho at mile 10½, where on terraced fields there is camp-accommodation for 300 men on the north-west side of the stream. Thence the route ascends 500 feet steeply up the valley of a stream into a level, narrow valley terraced in fields, whence the main road winds to the south to join the short cut which strikes up to the ridge crest at mile 12 (elevation 7,300 feet), passing just beneath a thick grove of dark-coloured trees showing prominently on the otherwise bare hills. Just below the crest a path from Ping-t'o or the lower P'ing-ka plain joins in, and the route descends nearly 3 miles and 2,000 feet along a fir-clad spur above the Ma-t'sao fields and village, which lie below to the right hand, to the Pa-chang Ho which is crossed by a bridge; thence it crosses a low spur to the Pa-ch'iao Ho, and then winds by a slight ascent up a narrow cultivated valley by partially paved route to Nang-sai, the route from Ma-t'sao joining in on the right, a mile after crossing the stream.

Rivers.—Half mile, P'ing-ka Ho, 10 feet by 2 feet, wooden bridge, capable of sustaining mounted troops.

At mile 10½, Tsa Ho, 10 feet by 2 feet, rocky crossing.

At mile 14½, Pa-chang Ho, 15 yards by 2 to 3 feet, stout wooden bridge, strong stream over rocky bed.

At mile 15, the Pa-ch'iao Ho, 10 yards by 2 feet, easy stream bridged.

Nang-sai is a Hsiang-ta village, containing 100 houses, a couple of inns, and temples.

Camping ground.—For half a battalion. There is no reliable camping ground, the fields being for the most part of the cold season under irrigation. It is situated between two elevations in a cleft in the ridge and astride the route which it commands.

Fodder.—No grass is procurable.

Supplies.—Few, but sufficient for small parties; there are two or three Chinese shops.

5	HSIANG-TA	...	4 m.	General	direction
	(5,700').			north-west.	Good
52 m.				mule road;	passable

for mounted troops. From Nang-sai the route passes through the gate way in the cleft of the hill and descends 100 feet to the terraced valley of the Hsiang-ta Ho, crossing it at mile 1 by a stone bridge, and thence runs up its right bank through a terraced valley bordered by low bare hills which are pierced by numerous small open valleys opening into the main one, which finally expands into the Hsiang-ta fields, ¼ to ½ mile wide. It passes the villages of La-mêng-chai to the right hand, where camp-accommodation

ROUTE No. 18—*contd.*

might be had, and Yin-po, surrounded by a substantial wall which abuts on the road, to the large temple, 400 yards east of the *bazar* village, and in which small parties or a couple of companies of infantry could be accommodated.

Rivers.—At mile 1, Hsiang-ta Ho, 10 yards by 1 foot, stone bridge.

Camping ground.—For a large party is very hard to find, the fields being under close cultivation, but it might be found on the slopes of the low hills which bound the plain. Single travellers can usually contrive to find camp-accommodation on one or other of the numerous threshing-floors in the rice-fields. Chinese travellers usually make the long 21-mile journey from P'ing-ka to Hsiang-ta in one stage.

Supplies.—Fair.

Water.—Abundant.

Fuel.—Plentiful.

Fodder.—No good grazing near

6	PA-CHU-CHAI	6 m. 4 f.	General	direction
	(5,000')			north-west. Good
58 m. 4 f.				mule and bullock

road, passable for mounted troops.

The route leaves the temple mentioned in previous stage, and runs by a paved path through the *bazar* village, crossing the Hsiang-ta Ho on entering and leaving the village, and winds into the hills by a slight gradient up the narrow cultivated valley of that stream to $1\frac{1}{4}$ miles, where it crosses a low spur into a series of small grassy valleys, rising very easily on to the crest of the ridge at $2\frac{1}{4}$ miles, at 6,000 feet elevation. From this point the peak Chien-shan behind and to the south-west of Pa-chu-chai is viewed; thence the route descends to the Pa-chu Ho, and then undulates along the eastern side of its valley, which is open and terraced in fields, to the village of Shan-tao, 15 to 20 houses, large camping ground in the fields below, if not under irrigation, at mile $3\frac{1}{2}$. Thence the route continues down the right or eastern side of the valley at some height above the stream, winding along spur sides with occasional steep undulations, till it descends to cross to the left or south-west side of the valley at mile $5\frac{1}{2}$, rising slightly to the village of Pa-chu-chai, situated on flattened spurs from the Chien-shan peak, Pa-chu-chai contains some 30 houses and an inn.

Rivers.—At $\frac{1}{4}$ mile, Hsiang-ta Ho, 15 feet by 2 feet, crossed by stone bridge.

At mile 3, Pa-chu Ho, 10 feet by 1 foot, easy crossing.

At mile $5\frac{1}{2}$, Pa-chu Ho, 15 feet by 2 feet, stout wooden bridge.

Camping ground.—Between the stream and the village in the terraced fields for 200 men and below and on the opposite side of

ROUTE No. 18—*contd.*

the valley in other terraces for a brigade if the fields are not under irrigation or too damp for occupation. A battalion can also find accommodation in waste gardens to the south of and behind the village.

Water.—Ample and good.

Supplies.—Small.

7 LUNG-LING ... 9 m. General direction
north-west. Good

67 m. 4 f.

mule road; passable for mounted troops. Leaving Pa-chu-chai, the route descends to the stream, crosses it, and ascends 300 feet on to the ridge on the right hand side of the valley by a broad, winding path, and easy gradient at mile 1, passing T'ien-shêng chai to right hand on the main ridge parallel with the valley. Half way up the ascent a broad path branches off to the left hand or west, said also to eventually lead to Lung-ling. From the crest the road descends nearly 1,000 feet in a little over 2 miles to the valley of a stream, the Chung Ho, by a winding path chiefly along the crest of a narrow spur. There is camp-accommodation on the stream for a battalion in terraced fields, if not under irrigation. From this valley the route crosses a low jungle-clad spur and leads on to the crest of the Mang-shih—Lung-ling boundary spur and ridge at mile 3½. Here a road to left leads to Mang-shih, and another to the right hand to the village of Peng-miao. The route undulates along this ridge through fairly thick jungle—a contrast to the usually bare hills—and finally descends nearly 1,000 feet to the open and rocky valley of the Pa-wan Ho at mile 6. Here in terraced fields above, and on stony and waste land close to, the stream there is camp-accommodation for a brigade (elevation 4,100). Crossing the stream the route runs into the hills, which are well clothed with good grass, but bare of timber, up a stony ravine rising easily but continuously till near the crest, which has a steeper ascent for 100 feet and is reached at mile 8, elevation 5,400 feet. From here there is a fine view southwards and of the Lung-ling plateau beneath, which is reached by a 100 foot descent into the Mang-shih route, the large permanent camp-ground just above the town being reached at the 9th mile.

Rivers.—At ¼ mile, Pa-chu Ho, 20 feet by 2 feet, crossed by a stout wooden bridge, passable by mounted troops.

At mile 3½, Shêng Ho, 20 feet by 2 feet, stout wooden bridges.

At mile 6, Pa-wan Ho, 15 yards by 2 feet, a strong stream over rocky bed, stony crossing (bridged for foot passengers).

Mile 9, small stream, 10 feet by 2 feet, stone bridge.

Camping ground.—For a battalion. The town and its suburbs also afford barrack accommodation for a couple of battalions in the numerous temples and inns. Half a battalion could be accom-

ROUTE No. 18—*contd.*

modated in the *Ya-mên* under canvas in the courtyards and in the side-houses.

Water.—From a stream west of camping ground.

Supplies.—Are large ; there are many permanent shops ; good wheaten flour is plentiful but dear, vegetables, rice, paddy, and cattle are also obtainable.

Fuel.—Plentiful from surrounding hills.

Fodder.—Fair grazing.

N.B.—The 15½ miles from Hsiang-ta to Lung-ling can quite well be accomplished in one stage, the normal procedure for Chinese travellers and caravans.

ROUTE No. 19.

FROM MANG-SHIH TO LA-MÊNG BRIDGE *via*
HSIANG-TA.

45 miles.

5 stages

Authority.—Native information, January 1899, revised 1918, by His Britannic Majesty's Vice-Consul, Tengyueh.

Epitome.—Probably a practicable route for mules—joins route 17 at Chên-an-so.

No. of stage and total distance.	DETAILS.		
1	HSIANG-TA	10 m. 4 f.	General direction east, level for 3 miles, then gradually up- hill to mile 6½ where top of valley is reached (6,500 feet). Thence a gradual descent to Hsiang-ta plain (3 miles by ½ mile broad). <i>Camping ground.</i> —Good. <i>Fodder.</i> —Grazing fair. <i>Supplies.</i> —Small.
2	MÊNG-MAO	8 m. 4 f. (?)	General direction north.
19 m.			
3	CHÊN-AN-SO	10 m. (?)	General direction north.
29 m.			
4	UPPER LA-MÊNG	12 m.	} See Routes 17 and 20.
41 m.			
5	LA-MÊNG BRIDGE	4 m.	
45 m.			

ROUTE No. 20.

FROM LU-CHIANG BRIDGE TO LA-MENG BRIDGE.

29 miles.

2 stages.

Authority.—Captain B. E. A. Pritchard, 1910.*Epitome.*—Good mule road in 1st stage, steep ascent in 2nd stage.

Route follows the right bank of the river Salween and connects the two bridges over it.

Water.—Good.*Fuel.*—Plentiful.*Fodder.*—Fair grazing.*Supplies.*—Very small.

No. of stage and total distance.	DETAILS.
1 13 m. level.	MAN-LAO-TANG ... 13 m. General direction south, good mule road, practically

Leave Lu-chiang by main road going west, for 100 yards, then cross the Man-no Ho by a small path following right bank of Salween. At mile 1, a road leads south to Mao-ka 1 mile distant. Road goes south-east through Tu-ssu, mile $1\frac{1}{4}$, where there is an unlimited camping ground—fair grazing—not much fuel—at mile $2\frac{1}{4}$ a ferry over the Salween near its junction with the Liu-wan Ho (left bank). At mile $3\frac{1}{4}$, Ching-tang-sai on right. At mile $5\frac{1}{4}$ cross Man-yen Ho, and pass village of Wai-tsang-tien—unlimited camping ground at mile $5\frac{1}{2}$. At mile $8\frac{1}{4}$ pass Ching-kang, 12 houses, on the left. Thence ascend past terraced paddy fields to Hsin-chen—40 houses—at mile $9\frac{1}{2}$. This is capital of Sawbwa of Mong-hko (a small amount of supplies obtainable). Thence south through fairly thick belt of jungle. At mile $10\frac{1}{4}$ Man-fa (18 houses); at mile $12\frac{3}{4}$, cross Kan-lien Ho or Ho-tsung Ho, thence ascend through a belt of jungle to Man-lao-tang.

Camping ground.—Unlimited in the fields, otherwise for 4 companies.*Water.*—Good.*Fodder.*—Grazing fair.*Fuel.*—Plentiful.*Supplies.*—Very small

From Man-lao a road to Lung-ling branches off.

ROUTE No. 20—*contd.*

2

LA-MÈNG BRIDGE 16 m.

General direction

south-south-east.

Fair mule road.

29 m.

Leave Man-lao, south-east, at mile $\frac{1}{2}$, cross road to Yin-to, at mile $\frac{3}{4}$ road to Pang-pei ($1\frac{1}{2}$ miles south-south-east); at mile $3\frac{1}{2}$ two roads lead to La-mêng; that to the right is the better. At mile 5 cross ridge, and at mile 6 cross road to Chung-chai (north-east); then 2 roads to La-mêng; follow the right one. At $6\frac{3}{4}$ mile, again 2 roads to La-mêng, follow the left one. At mile $7\frac{1}{2}$, cross river by plank bridge. Camping ground for brigade $\frac{1}{2}$ mile from river.

Thence very steep, narrow and difficult path, and at mile $8\frac{1}{2}$, cross road to west to ford over Möng-mei Ho. Thence round hillside through grass and open jungle to Lower La-mêng (4 houses), at 11 miles, and to La-mêng proper at mile $11\frac{3}{4}$ and up to Upper La-mêng at $12\frac{1}{4}$ (supplies of paddy limited—fuel plentiful—grazing fair).

Thence road to the bridge, leaving south-east end of bazar, goes gently down except for last half mile which is steep and rough.

The climb from the Möng-mei Ho at mile $7\frac{1}{2}$ may be avoided by following a path along the right bank of that river to Ho-chai mile $2\frac{1}{2}$. Thence path runs over ridge and goes past Kuai-yin-t'ang to where low hills hide the Salween, thence gradual descent to mile $4\frac{1}{4}$. At mile $5\frac{1}{2}$ path to La-mêng. Thence steep descent and sharp turn back crossing Tuan Ho at mile 6. Thence along the Salween to the bridge.

ROUTE No. 21.

FROM LU-CHIANG BRIDGE TO LUNG-LING.

41 $\frac{3}{4}$ miles.

4 stages.

Authority.—Captain B. E. A. Pritchard, June 1910.*Epitome.*—An indifferent mule road for the most part.

The route runs between the right bank of the Salween and the watershed, joining Route 17 at the end of stage 3.

Camping grounds.—For a force of any size, which would have to be spread out, however.*Water.*—Scarce at stage 2.*Fodder.*—Grazing scarce.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.	
1	MAN-LAO-T'ANG	13 m. See Route 20
13 m.	2	HWE-HWON 11 m. 5 f. An indifferent mule track, narrow, steep and rough in places.

24 m 6 f.

Path leads south for 100 yards along the La-mêng road, then diverges to the right along a nullah for 80 yards, then crosses it and ascends steadily through thick tree jungle.

Near top of the hill is a road to the right to Ta-shui-ching, and here also is a good view of the Mong-kho plain and the Salween, at mile 4 the top of the hill, Yin-to-shan (a rise of 2,110 feet). General direction of descent south-west across a river and by a bad bit of path to Wên-tso-chai, where there are many terraced paddy fields—thence the path is narrow and ill-defined to the Pang-mai Ho, 15 feet by 8 inches, rapid current and rocky bed. Thence an ascent for about 2 miles along a path cut out of the hillside to Pang-mai (40 houses), at mile 11 $\frac{3}{4}$, thence an ascent through jungle and then paddy fields and finally a steep ascent to Hwe Hwon. A difficult march.

Camping ground.—The best camping ground is south of Pang-mai, but any large force would have to be scattered.*Water.*—Not very plentiful.*Fodder.*—None.*Supplies.*—Very small.

ROUTE No. 21—*contd.*

3

HUANG-TS'AO-PA

8 m. 4. f. General direction
to Chên-an-so, south
and after that south-

33 m. 2 f.

west. No steep gradients, but road has rough surface.

An easy ascent for about a mile, then level for $\frac{3}{4}$ mile through low tree and scrub jungle, then an easy descent into the valley of the Chên-an-so Ho. Road goes through paddy fields to the river at Chên-an-so, river 40 feet by 10 inches. Here are some level stretches and several villages where a large force might find accommodation. Water liable to become polluted. Grazing, fuel and supplies scanty.

From Chên-an-so road leads south by east through paddy-fields, and, turning south-west, ascends out of the valley and along a ridge (paving in this part is very rough), thence gently down through paddy-fields and into a stretch of jungle through which it ascends to the top of the ridge. Thence the descent to the Huang-t'sao Ho is easy, road follows the right bank of the river through paddy-fields to Huang-t'sao-pa or Chio-chia-chai, which consists of 5 villages.

Camping ground.—For a large force would have to be sought in and around the villages.

Water.—Probably plentiful.

Fuel.—Scarce.

Fodder.—None.

Supplies.—Small amount of paddy only.

4

LUNG-LING

8 m. 4 f. From Chio-chia-chai
the road descends
easily to the Hsin-

41 m. 6 f.

tang-sang stream where are roads, right to Chên-an-so, left to Mêng-mao.

The road follows the right bank of the stream and is practically level, country undulating and studded with low trees.

The stream is crossed three times before the road leaves it to commence the descent. Then narrow 2-foot path through jungle and further on through open country drops easily down to the Mong-ling Ho valley, thence crossing the stream (15 feet by 4 inches) by a stone bridge, crosses a paddy plain $1\frac{1}{2}$ miles broad to Lung-ling.

Camping ground.— } Unlimited.
Water.— }

ROUTE No. 22.

FROM TENG YUEH TO PAO-SHAN (HSIEN)
(FORMERLY YÜNG-CH'ANG) *via* KAN-TING-KAI
FERRY.

96 $\frac{3}{4}$ miles.

10 stages.

Authority.—J. Coggin Brown, Esq., December 1907.

Epitome.—A fair mule road. The Salween river is crossed in stage 5, thence the route, after crossing the watershed, crosses rough but not difficult country.

Camping grounds.—Poor except at stages 1, 4 and 6.

Water.—Good except at stage 5.

Supplies.—Very small except at last 2 stages.

No. of stage and total distance.	DETAILS.	
1	HUI-KAI	... 11 m. 6 f.
11 m. 6 f.		
2	LIN-CHIA-P'Ü	14 m. 2 f.
26 m.		
3	TA-T'ANG-TZÜ	12 m. 2 f.
38 m. 2 f.		
4	KAN-TING-KAI	8 m. 4 f.
46 m. 6 f.		
cultivated ground in the bottom of the Salween valley.		
<i>Camping ground.</i> —Good.		
<i>Water.</i> —Good.		
5	MYIN-KA	... 8 m.
54 m. 6 f.		
bank. Then open ground followed by steep ascent to the Lo-lo village of Myin-ka.		
<i>Camping ground.</i> —Small.		
<i>Supplies.</i> —Poor.		
<i>Water.</i> —Bad.		

See Route No. 24.
Stages 1 to 4.

This village of 45
houses is situated in
the midst of

Descend to Salween,
cross by ferry, steep
ascent on opposite

ROUTE No. 22—*contd.*

- 6 HO-WAN ... 9 m. Road leads south to the Lo-lo village of Lao-chai, thence eastwards along the valley of a tributary to a stream which joins the Salween near Mong-ta; Ho-wan is a small bazar village.
 63 m. 6 f.
Camping grounds.—Good.
Supplies.—Small.
- 7 LIN-CHIA-KUA ... 10 m. General direction south-east; road bad. At miles 4 small village of So-wu-shu and a little further Yi-tang.
 73 m. 6 f.
Camping ground.—Poor.
Supplies.—None.
- 8 SHA-HO-CHANG ... 10 m. General direction south-east through broken country and a steep descent to the village, which is inhabited by copper-workers.
 83 m. 6 f.
Camping ground.—Restricted.
Water.—Good.
Supplies.—None.
- 9 MÊNG-CH'A-YIN 8 m. [Ascend to east-north-east, thence a gradual descent into the Pao-shan plain.
 91 m. 6 f.
Camping ground.—Good.
Water.—Good.
Supplies.—Abundant.
- 10 PAO SHAN (HSIEN) 5 m. General direction south-south-west across the plain to (YUNG-CH'ANG).
 96 m. 6 f.
 the north gate of the town.
Camping ground.—Large.
Water.—Plentiful.
Supplies.—Abundant.

ROUTE No. 23.

FROM TENG-YUEH TO PAO-SHAN (HSIEN)
(FORMERLY YUNG-CH'ANG) *via* KAI-T'OU
AND MENG-KU FERRY.

110 miles.

11 stages.

Authority.—Captain H. R. Davies, December 1898;
Mr. A. E. Eastes, His Britannic
Majesty's Vice-Consul, Tengyueh, 1918.

Epitomé.—A fairly good mule-road roughly paved in places. The road runs at first through fairly open country to the Shweli which is crossed at the Ch'êng-ê-ch'iao bridge in stage 3. From here the road gradually ascends over thinly-wooded country and in stage 4 makes a steep difficult ascent to the Ma-mien-kuan pass (10,500 feet), descending thence through thick jungle to the Salween, which is crossed at Mêng-ku ferry in stage 7. Thence the road ascends and descends, partly through thinly-wooded country, and partly over open grass, to Yung-ch'ang Fu.

Camping grounds.—Good except at stage 1, where the ground is somewhat restricted by swamps. At stage 5 a large force should camp at 9½ miles, accommodation at the stage given being somewhat cramped.

Water.—Good throughout.

Fodder.—Grazing scarce, except at stages 7 and 9.

Supplies.—Fair except at stage 6 and 10, where they are very small. Very large supplies at Pao-shan.

No. of stage and total distance.	DETAILS.			
1	HAI-K'OU	...	9 m.	General direc- tion north-north- east. Fair mule
9 m.	road, with bad places in stone paving. Leaving Tengyueh by the north (north-east) gate, the road proceeds by a raised stone causeway up the middle of the rice-fields, crossing the Tengyueh river at mile 3, beyond Yin chia-wan. At mile 5, the road bears to the left along a low spur; ½ mile further on, it strikes up this spur to the Ch'ing-Hai lake; this is skirted on the east side, and the road proceeds along the east side of the swampy Pei-Hai plain to Hai-K'ou, the village (50 houses) at its north end. Height 5,700 feet.			

ROUTE No. 23—*contd.*

Camping ground.—Scanty, round the edge of the plain.

Water.—From a clear stream just outside the village.

Fuel.—Ample.

Fodder.—Fair grazing.

Supplies.—Small.

Page 81, Lines 6 onwards read

2	CH'Ü-SHIH (CH'U-CH'IH).	... 11 m	General direction north-north-east. Rough stone-paved mule road.
---	----------------------------	----------	---

From Hai-K'ou the road ascends some 600 feet and then descends gradually past Chiu-tien, and Hui-kai (mile $2\frac{3}{4}$) to Pei-chia Ho, beyond which is a steep drop of some 600 feet to the valley of the Mo-lo Ho, the river being crossed after mile 7. From here is a gradual ascent through pine woods, followed by a level stretch to Ch'ü-Shih (also called Ch'ü-Ch'ih) a village of some 50 houses, with a market every fifth day.

Camping ground.—Best outside the village school, round a small pond, north-east of the village.

Water.—Good.

Fuel.—No very large quantity obtainable.

Fodder.—Fair grazing.

Supplies.—Fair.

N.B.—The 20 mile journey from Tengyueh to Ch'ü-Shih can be accomplished in one stage by loaded mules.

3	WA-TIEN	8 m. 6 f.	General direction north. Nearly level road, with rough stone paving in places,
---	---------	-----------	---

up the valley of the river Shweli, crossing occasional low spurs. One mile after passing Lin-chia-wan (mile $2\frac{3}{4}$) the road crosses to the left bank of the Shweli by a substantial timber bridge; half a mile further on, is the small village of Lin-chia-p'u, occasionally used as a halting-place by caravans. Two other villages are passed, and the road enters the Wa-tien rice-fields, crossing them to the market village at the foot of a slope on the north-east side. (150 houses; height 5,200 feet.)

Camping ground.—Large.

Water.—Abundant.

Fuel.—Fair supply available

Fodder.—Fair grazing.

Supplies.—Fair quantities obtainable.

4	KAI-T'OU	... 8 m.	General direction north. Level road, following up the left bank of the Shweli, sometimes close to it, sometimes a little way off,
---	----------	----------	--

ROUTE No. 23—contd.

crossing alternately small spurs and small paddy-plains. At 4 miles, the Kuei-Kai Ho is crossed, a small stream which forms the Wa-tien—Kai-t'ou boundary. Here a road goes off to the east-north-east, leading to Ta-T'ang-tzû, some 5 miles away, and the Kan-Ting-kai ferry over the Salween. At $6\frac{1}{4}$ miles the bank of the river is left, and the road ascends slightly, passing Shuang Ho at 7 miles to Kai-t'ou which is on high-lying ground. Contains 300 houses, and has a bazar every five days.

Camping ground.—Large.

Fodder.—Fair grazing.

Water.—Good.

Fuel.—Ample.

Supplies.—Plentiful.

5 SHAN-YAO ... 11 m. General direction north-east. From Kai-t'ou the road

47 m. 6 f.

goes gradually down in a westerly direction to the paddy-plain level which it reaches at $1\frac{1}{4}$ miles (5,150 feet). From here the road goes up the paddy-plain of the Shweli valley, passing Ta-ti at $2\frac{1}{2}$ miles, and Ch'iao-t'ou at $4\frac{3}{4}$ miles. Here is a road to the left across the Shweli by the Kai-ming bridge to Ming-kuang. The route goes on till at $5\frac{1}{4}$ miles it ascends a little on to a spur, reaching 5,700 feet at $6\frac{1}{2}$ miles. Thence down a little, across a small paddy-plain and a small stream, and up on to another low spur on which is the village of Lan-pa at $7\frac{3}{4}$ miles. Down into another little paddy-plain, past the village of Kuan-shang at $9\frac{1}{2}$ miles, up a narrow valley till at $10\frac{1}{4}$ miles there is a pretty steep ascent from 6,200 feet to the village of Shan-yao, 6,750 feet at 11 miles, on spur west of the village.

Camping ground.—For a large force; there is more room to camp in the paddy-plain near Kuan-shang at $9\frac{1}{2}$ miles.

Water.—From small stream.

Fodder.—Some grazing, December.

Fuel.—Ample.

Supplies.—Very scarce.

6 CAMP NEAR TOP 5 m. 4 f. General direction east. Steep difficult road, but pass-
OF MA-MIEN.

53 m. 2 f. KUAN PASS,

able for mules. From Shan-yao (6,750 feet) a steep ascent to 7,650 feet at 1 mile. From here a descent to a stream which is reached at $2\frac{1}{4}$ miles (7,230 feet). From here the narrow valley of this stream is followed up, at first not very steeply, to $3\frac{1}{2}$ miles. From here (7,950 feet) begins a very steep ascent by a zig-zag path partly paved with stone steps till 8,850 feet is reached at $3\frac{3}{4}$ miles. A level

ROUTE No. 23—*contd.*

bit for 200 yards, and then very steep up again, finally rising 600 feet in three furlongs to the Chai-kung-t'ang monastery, 9,800 feet at $4\frac{1}{2}$ miles. Here is good grass and water, but no camping room or supplies. A hundred men could sleep in the monastery. From here more level for a short distance, and then up very steep again, to the top of the pass at $5\frac{1}{4}$ miles (10,500 feet). From here down a little, and then nearly level for a quarter of a mile to a place where there is some ground cleared of jungle and room for a large camp. The stream at this place forms the boundary between the T'eng-ch'ung (Tengyueh) and Paoshan (Yung ch'ang) Districts. No village. The camp being 10,400 feet high would be very cold. The march, though a short one, would be quite enough for one day for any large number of mules. (A small force might get on to Hui-p'o $5\frac{1}{2}$ miles further, but no supplies to be got there or they might go still further to Ch'a-lu, a slightly larger village, where a few supplies might be obtained.)

Camping ground.—As above.

Water.—From a good stream.

Fuel.—Would have to be cut from surrounding bushes.

Fodder.—Plenty of grass and bamboo leaves.

Supplies.—Absolutely none.

7	MÊNG-KU	... 11 m. 4 f.	General direction east. Steep road, but passable for mules.
---	---------	----------------	--

64 m. 6 f.

From the camp (10,400 feet) the descent is fairly gradual at first with occasional steep bits, till at 4 miles, 8,850 feet is reached. From here a steep drop to 7,900 feet at $5\frac{1}{4}$ miles. Here is the ruin of the police post of Hui-p'o, and, a little below it, is Hui-p'o village. At $6\frac{1}{4}$ miles Ch'a-lu is reached (6,900 feet). Here the Yün-lung Chou road goes off to the left front through Ssü-ling-kang and Man-yin. From here a very steep descent down a spur passing T'ao-tzū-wa (4,200 feet) at $9\frac{1}{2}$ miles. The steep descent continues through thick jungle till the Salween is reached at $10\frac{3}{4}$ miles (2,550 feet). On the right bank no good camping-ground; one level space (200 by 100 yards) might be cleared, and there is also a level bit of sand (100 yards by 50 yards). After crossing the river, cross a plain to Mêng-ku, a Chinese village of 25 houses. Very small supplies, but good grazing and grass and large camping ground. Height 2,750 feet. With a large force much time might be saved by crossing part at Mêng-ku ferry and part at Shui-ching ferry, 3 miles below it. The road to Shui-ching goes off from this stage at $8\frac{1}{2}$ miles and reaches the plain near Hsi-ya-kai. The two roads join again near a little temple about 3 miles beyond Mêng-ku. At $10\frac{3}{4}$ miles Salween river or Lu-chiang, from the left, 105 yards broad, in

ROUTE No. 23—*contd.*

rocky and sandy bed 150 yards wide: rapid current. Ground on right bank commands ground on left bank. Crossed at Mêng-ku ferry by one boat, 30 feet long, 6 feet wide, rowed with 2 oars, holding 8 or 10 mules, or 15 mule-loads or 25 men. Each crossing takes four minutes. For loading and unloading and the double journey of the boat allow at least 15 minutes. Mules can also be swum across, but not without some danger.

8 LA-P'U ... 8 m. 4 f. General direction south-east. From Mêng-ku village 73 m. 2 f. (2,750 feet) the road is at first fairly level, going along a grassy hillside in an east direction till, at $1\frac{1}{2}$ miles, it turns out of the Salween valley up a narrow side valley in a south-east direction, crossing a little stream at 2 miles (2,700 feet); thence up a steep grazing road, following the little valley up till 4,000 feet is reached at $3\frac{1}{2}$ miles. From here it is fairly level till the stream (the Li-tsao Ho) is recrossed at $4\frac{3}{4}$ miles, 4,300 feet. Thence up steep to 4,850 feet at $5\frac{1}{4}$ miles. From here more level through some cultivation, passing Ch'ang-t'ing at $6\frac{3}{4}$ miles. Here is room for a camp in fields. Thence up rather steeply to Hsiang-ts'ai-t'sun (20 houses) (5,200 feet). From here gradual ascent through an open grass country to La-p'u (80 houses). Height 5,700 feet.

Rivers.—At 2 miles Li-tsao Ho, from the left (15 yards \times 1 foot). Recrossed at $4\frac{3}{4}$ miles (12 yards \times 1 foot); ford and foot-bridge.

Camping ground.—In fields.

Supplies.—Small.

Fodder.—Fair grazing.

9 WA-FANG-KAI 13 m. 2 f. General direction south-east. From La-p'u the road ascends gradually along the hillside, through an open grass country, passing Wên-shang (80 houses) at 2 miles (6,150 feet). From here up pretty steeply to 6,500 feet at $2\frac{3}{4}$ miles, and then more gradually until the top of a spur is reached at $3\frac{1}{4}$ miles (6,750 feet). From here the road goes round the hillside and down a little through jungle, passing Hsiao-ts'a-ling (15 houses) on the right at $3\frac{3}{4}$ miles, and going through Ta-ts'a-ling (60 houses) (6,400 feet) at $4\frac{3}{4}$ miles. From here nearly level and down slightly till a stream of good water is crossed at $6\frac{1}{2}$ miles (6,200 feet). Here is room for a camp. From here the road goes up the side of a valley till the top of a spur is reached at $7\frac{3}{4}$ miles (7,000 feet). From here a gradual descent down the hillside, reaching Ma-lu-t'ang (6 houses) at $9\frac{1}{2}$ miles (5,850 feet). From here still down till at $10\frac{1}{2}$ miles a small

ROUTE No. 23—*contd.*

stream is crossed (4,850 feet). From here, nearly level, up the side of a cultivated valley $\frac{1}{4}$ mile wide, to Wa-fang-kai (150 houses) (5,200 feet), a bazaar village.

Camping ground.—In terraced fields.

Fodder.—Good grazing in December.

Supplies.—Fair.

10 CH'ING-SHUI- 11 m. 6 f. General direction
HO. south-east. The

98 m. 2 f. road follows up the narrow Wa-fang-kai valley, keeping on the hillside above the stream, and gradually ascending till 6,860 feet is reached at $3\frac{1}{2}$ miles. From here is a slight descent to the stream, which is crossed close to T'ou-tao-ch'iao at 4 miles. At $4\frac{1}{4}$ miles Erh-tao-ch'iao (12 houses) is passed, and at $4\frac{3}{4}$ miles San-tao-ch'iao (6 houses). Here the road goes off to the right front up another narrow valley, gradually at first and afterwards getting steeper, till the top of the range is reached at $7\frac{3}{4}$ miles (9,400 feet). From here the Tsang-shan mountains near Ta-li can be seen. The road goes down gradually at first and then steeply by a bad, stony path down a narrow valley till 7,500 feet is reached at $9\frac{3}{4}$ miles. From here a more gradual descent, passing Ta-me-ti at $10\frac{3}{4}$ miles. Here there is hardly any water. At Ch'ing-shui-ho plenty of water from a stream which rises half way between the two villages. Village scattered about contains 33 houses. Height 6,800 feet.

Camping ground.—For a large force along bottom valley.

Fodder.—A little grazing in December.

Supplies.—Very small.

11 PAOSHAN ... 11 m. 4 f. General direction
(HSIEN) (YUNG- south. The road
CH'ANG). continues down the

109 m. 6 f. Ch'ing-shui Ho valley by a gradual descent, passing Li-chia-ssü (12 houses) (6,300 feet) at $1\frac{1}{4}$ miles and reaching the Paoshan Yung-ch'ang plain (5,800 feet) at the village of Lan-pa at 5 miles. Here on the right is the Shui-fu-ssü temple. From here the road goes down the western edge of the plain passing several villages, including Lan-chi-ts'un at 7 miles, I-shou-ts'un at 9 miles, Hung-miao at $10\frac{1}{2}$ miles. The most westerly of the two north gates of the city is reached at $11\frac{1}{2}$ miles. Height 5,500 feet.

Camping ground.—Unlimited.

Supplies.—Large.

ROUTE No. 24.

FROM TENG YUEH TO YÜN-LUNG (HSIEN) (*via*
THE FEI-LUNG BRIDGE).

122 $\frac{3}{4}$ miles.

10 stages.

Authority.—Captain C. Ryder, December 1899 ; Mr.
A. E. Eastes, His Britannic Majesty's
Vice-Consul, Tengyueh, 1918.

Epitome.—This is the main route from Tengyueh to Li-chiang (Hsien) *via* the important Fei-lung Bridge over the Mekong.

The path is an ordinary mule-track in fair condition, except in stage 8, where it is rocky and bad. The country traversed is hilly and bare, much cut up by small streams.

In stage 3 the Hsüeh-shan-ting Pass is crossed (11,100 feet), on which snow lies a foot deep in December.

The Salween is crossed at Kan-lang-tu Ferry in stage 5, and the Me-kong by the Fei-lung bridge in stage 9.

Camping grounds.—Good at stages 1, 4, 5, 6, 7 and 8 and small at other stages.

Supplies.—Small, except at stages 7, 8 and 10.

No. of stage and total distance. 1	DETAILS.			
1	HUI-KAI	...	11 m. 6 f.	General direction north. Good path, mostly paved.
11 m. 6 f.				
Out at east (south-east) gate, and over the rice-fields by a good raised stone-paved causeway, constructed after the Chinese Revolution in 1912-13, for 1 $\frac{1}{4}$ miles ; at end of this, turn sharp to the left (north-north-east) and proceed up the east side of the Tengyueh plain, mostly by a roughish paved road, passing Niang-niang-miao at mile 2 $\frac{3}{4}$ and village of Fu-i-ts'un at mile 4 $\frac{1}{2}$, where plain ends. Over slight rise of 200 feet, and up narrow valley, keeping on hill-side to mile 6 (5,800 feet), path then keeps level, leaving Ma-i-wo on left, and at mile 7 enters small valley, cultivated, skirts it to Hai-k'ou at mile 8 $\frac{3}{4}$, then up winding valley to watershed at mile 10 $\frac{1}{2}$, height 6,500 feet ; very easy descent to Hui-kai at mile 11 $\frac{3}{4}$, height 6,000 feet. 20 to 30 houses.				
<i>Rivers.</i> —At mile 2 $\frac{1}{2}$, stream 15 yards wide by 3 feet deep, crossed by bridge of three stone arches, each 6 yards span.				
<i>Camping ground.</i> —Ample.				
<i>Supplies.</i> —Very small.				

ROUTE No. 24—*contd.*

2 LIN-CHIA-P'U 14 m. 2 f. General direction
north-east. Path

26 m.

very fair as far as mile 10 $\frac{1}{4}$, Chiang-tso, then fairly level for half a mile and gradually up lower spurs of high range, crossing streams at mile 10 $\frac{3}{4}$ and 12 $\frac{1}{4}$; path becomes steeper to Lin-chia-p'u, 4 houses, height 7,000 feet.

Rivers.—At mile 10 $\frac{3}{4}$ stream, rocky, 1 foot deep, crossed by wooden covered bridge 20 yards span.

At mile 12 $\frac{1}{4}$ stream, rocky, 1 foot deep, crossed by wooden covered bridge 9 yards span.

Camping ground.—Small.

Supplies.—Small amount at Chiang-tso.

3 TA-T'ANG-TZÜ 12 m. 2 f. General direction
east. Path gene-

38 m. 2 f.

corduroyed. Up hill steep, but path well graded to 9,100 feet at mile 1 $\frac{1}{2}$; then short level and down to 8,900 feet at mile 2; up and down, crossing small stream at mile 2 $\frac{1}{4}$, 8,950 feet then steady up hill mostly paved to top at mile 4, 11,100 feet. Small temple inhabited, at Hsüeh-shan-ting. Down hill on one spur, at times very steep and rocky to Huang-hsin-shu, 2 houses, height 8,700 feet, at mile 6, continue down paved path to stream at mile 6 $\frac{1}{4}$, height 8,300 feet; small up and down, then up hill steep to 9,000 feet at mile 7 $\frac{1}{4}$; down hill steep, passing Chiu-kai (4 houses), height 6,900 feet at mile 9 $\frac{3}{4}$, and reach Ta-t'ang-tzü (40 houses) at mile 12 $\frac{1}{4}$, height 4,600 feet.

NOTE.—The pass when reported on in December had one foot of snow on the path for a mile each side of the top.

Rivers.—At mile 6 $\frac{1}{4}$ stream, rocky, 1 foot deep, crossed by stone-arched bridge 6 yards span.

Camping ground.—Small.

Supplies.—Fair.

4 AN-CHIA-CHAI 13 m. 4 f. General direction
north. Path fair.

51 m. 6 f.

Down hill to mile 1 $\frac{1}{2}$, height 3,500 feet, into narrow valley with bare hillsides; down the valley, crossing stream at mile 1 $\frac{3}{4}$, then down valley and cross over grassy spur to Hung-kuan at mile 4 $\frac{1}{2}$. Road keeping fairly level, crosses a stream at mile 4 $\frac{3}{4}$; over low spur and fields to Mêng-ling-pa at mile 6, height 3,500 feet; across fields, and skirting spur, through a gap in it at mile 7, down and round spur to Kan-ting-kai (40 houses), height 2,900 feet, at mile 8 $\frac{1}{2}$; through small village and across stream at mile 9, continue along valley coming to river side, 200 feet above it at mile 10 $\frac{3}{4}$; over low grassy

ROUTE No. 24—*contd.*

and jungly spur passing a nearly deserted village, T'ien-hsin-chai, at mile $12\frac{1}{2}$, cross stream bed at mile $12\frac{3}{4}$ and level to An-chia-chai at mile $13\frac{1}{2}$, 2,800 feet; 10 houses.

River.—At mile $1\frac{3}{4}$ rocky stream, 3 feet deep, crossed by wooden bridge 11 yards span.

At mile $4\frac{3}{4}$ rocky stream, 2 feet deep, crossed by wooden bridge 9 yards span.

At mile 9 rocky stream, 2 feet deep, crossed by wooden bridge 12 yards span.

Camping ground.—In fields.

Supplies.—Very small.

5	HSIANG-TS'AI TS'UN.	11 m. 4 f.	General direction north-east. Path fair, level, skirting cultivation, then across fields, leaving Man-lao to left, to Salween river at mile 3, height 2,550 feet, cross by ferry (K'ang-lang-tu), wind round spur and up, passing two huts at mile $3\frac{1}{2}$; ascent then becomes very steep, over spur at 3,600 feet, round head of small valley and up over second spur to Man-yin-wa (10, houses) at mile $5\frac{1}{2}$, height 4,200 feet; ascend steep face of the hill on to third spur at mile $6\frac{1}{2}$, height 5,350; ascent then less steep round head of valley on to ridge at mile $7\frac{1}{2}$, height 6,400 feet; down spur and on the hillside to Ta-lang-pa mile $8\frac{1}{4}$, height 5,850 feet level past scattered hamlets of Wa-kan, and gradual descent on hillside to stream at mile $11\frac{1}{2}$, height 4,800 feet.
---	------------------------	------------	--

Rivers.—At mile 3 Salween, 100 yards wide, in bed 200 yards wide, deep and fast current, crossed by ferry punt, 40 feet long, divided into five compartments, will carry 10 mules or 20 loads.

Camping ground.—In fields below Hsiang-ts'ai-t'sun.

Supplies.—Fair.

6	SUN-TSU	... 12 m.	General direction north-east. Path fair. Up valley, keeping on hillside, over spur at mile 2, height 5,600 feet, into same valley, passing Hsia-ti-tzū at mile $2\frac{3}{4}$; down to small stream and keep more or less to its bed, to mile $4\frac{1}{4}$; then up hill, passing Niu-wan-tang, height 6,000 feet at mile 5; over ridge at 6,200 feet to Cha-tzū-shu (50 houses) at mile 6, height 5,900 feet, over slight rise to Wa-ma-kai (40 houses) and down hill into narrow-straight valley; follow it down, keeping on hillside, passing Ta-shih-fang at mile $8\frac{1}{2}$ and Man-k'ang at mile $10\frac{1}{4}$; cross the stream at mile $11\frac{1}{2}$, height 4,300 feet, and slight rise to Sun-tsu (30 houses) at mile 12, height 4,400 feet.
---	---------	-----------	---

Rivers.—At mile $11\frac{1}{2}$ stream; rocky, 3 feet deep, crossed by wooden-covered bridge, 8 yards span.

ROUTE No. 24—*contd.*

Camping ground.—In fields or about village.

Water.—Plentiful, from the stream below.

Supplies.—Small.

Fuel.—Fair quantity obtainable.

Fodder.—Fair grazing.

7	TS'AO-CHIEN	12 m. 6 f.	General direction east. Path fair. Just below camp
---	-------------	------------	--

88 m.

two valleys meet. Up the new one, crossing a branch stream at mile $1\frac{1}{4}$, height 4,100 feet; through long grass close to stream and up steep hill to Hang-ku-ti, at mile $2\frac{3}{4}$, height 5,100 feet; continue ascent on hillside to Yang-chia-shan, mile 4, height 5,800 feet; keep level on hillside with slight drop to San-ch'a Ho at mile $5\frac{1}{4}$, height 5,600 feet, where three streams meet, cross all three and recross the last $\frac{1}{2}$ mile further up; up hillside to 6,400 feet and over spur into another valley, scattered hamlets of Mo-shih Ho (50 houses in all), at mile 8 to $8\frac{1}{2}$; up hill and over spur at mile $8\frac{3}{4}$, height 6,500 feet, along hillside and up narrow valley to Ka-wo at mile $10\frac{1}{2}$, height 6,900 feet. Level across undulating cultivated plain to Ts'ao-chang at mile $12\frac{3}{4}$, on a spur 150 feet above plain (100 houses), height 7,000 feet. Here is stationed an Assistant District Magistrate.

Rivers.—At mile $1\frac{1}{4}$, stream, 4 yards wide by one foot deep.

At mile $5\frac{1}{4}$, three streams, largest 8 yards wide by 18 inches deep, recross latter at mile $5\frac{3}{4}$.

At mile 12, stream, 2 feet deep, crossed by wooden bridge 16 yards span.

Camping ground.—Excellent along road running parallel to stream, just above the town.

Supplies.—Good.

Water.—Abundant and good.

Fuel.—Plentiful.

Fodder.—Grazing rather scanty.

8	CHIU-CHOU	13 m. 2 f.	General direction north-east. Path bad, up low spurs
---	-----------	------------	--

101 m. 2 f.

to mile 2, height 7,700 feet, then up steep hillside to disused guard-post and temple Shu-ching, mile $3\frac{1}{2}$, 9,900 feet; then very fair path to top, 11,800 feet, at mile $5\frac{1}{2}$; then down, not steep, to guard-post, Ch'a-lu-shao at mile 8, 9,600 feet; path bifurcates, right hand one *via* Tung-t'ang very bad, take left hand path; descent very steep, almost a staircase in parts, paved down to valley, Ch'ing-mên-k'ou at mile $9\frac{1}{2}$, height 7,200 feet; down narrow

ROUTE No. 24—*contd.*

valley keeping on hillside lower down and out on to low spur overlooking the Me-kong to Chiu-chou at mile $13\frac{1}{4}$, 80 houses.

Camping ground.—Good.

Supplies.—Good.

9	HSIANG- CHANG-CH'IAO.	11 m. 4 f.	General direction north, then east. Path very fair.
---	--------------------------	------------	---

112 m. 6 f.

Down slightly, and across rocky stream; over low spur and up on to good broad path cut along hillside over the rice-fields. for 2 miles: thereafter gradual descent of 300 feet to San-ch'i-hsün (walled village) at mile 3; continue up over another spur on to similar good broad path, well-graded, in hillside above rice-fields, to near the walled town of Fei-lung-ch'iao (80 houses; mile $6\frac{1}{4}$), the last $\frac{1}{4}$ mile into the street of the little town is slushy and bad; at mile $6\frac{1}{2}$ cross Me-kong river, height 4,600 feet, up left bank for $\frac{1}{2}$ mile, then steady up narrow valley to Ma-an-shan, at mile 9, 6,900 feet; over spur into another valley; level along hillside to bottom of valley, then slight rise to Hsiang-chang-ch'iao, at mile $11\frac{1}{2}$, height 7,300 feet (15 to 20 houses). One good house.

Rivers.—At mile $6\frac{1}{2}$ Me-kong river, crossed by iron suspension bridge, 80 yards' span, 3 yards' roadway. River 100 yards wide; deep; fast current.

Camping ground.—Restricted.

Supplies.—Very small quantity available.

Water.—Good from small streams flowing out of hillside.

Fuel.—Ample.

Fodder.—Scanty.

10	YÜN-LUNG (HSIEN).	... 10 m.	General direction east. Path fair, up valley passing
----	----------------------	-----------	--

122 m. 6 f.

T'uan-lung-shao at mile $1\frac{3}{4}$; Shang-shao at mile $1\frac{1}{4}$, height 8,100 feet; Shao-fang guard-post at mile 3, height 9,100 feet; and the top at 9,700 feet, mile $3\frac{1}{2}$; then down hill, but steep in parts into valley and follow it down passing Ch'ing-mên-k'ou (2 houses), at mile $5\frac{1}{2}$, height 7,500 feet; another hamlet at mile 7, height 6,700 feet; pass below Yang-liu-shu at mile $7\frac{1}{2}$, still down and cross stream at mile $8\frac{1}{2}$, at 6,000 feet; then level, round cultivated spur past K'ai-tien at mile $9\frac{1}{2}$, and drop to Yün-lung (Hsien) at mile 10, height 5,500 feet; 200 houses.

Rivers.—At mile $8\frac{1}{2}$ stream, 8 yards by 1 foot, crossed by plank foot-bridge.

Camping ground.—Small, in rice-fields

Water.—Abundant, from river.

ROUTE No. 24—*contd.*

- *Fuel.*—Unlimited.
- Fodder.*—Grazing scanty.
- Supplies.*—Plentiful.

Yün-lung (Hsien) is the Headquarters of the District Magistrate for the District of that name.

ROUTE No. 24-A.

FROM MÊNGKU (FERRY OVER RIVER SALWEEN)
TO SUNTSU.

21 $\frac{3}{4}$ miles.

2 stages.

Authority.—Mr. A. E. Eastes, Vice-Consul, Tengyueh,
1918.

Epitome.—Connection between Routes Nos. 23 and 24. General direction north-east. Fair mule road, with steep ascent in first half of stage 2.

Camping grounds.—Restricted.

Water.—Abundant.

Fuel.—Plentiful.

Fodder.—Grazing fair.

Supplies.—Rather scanty.

No. of stage and total distance.	DETAILS.			
1	LA-P'AN	...	7 m. 6 f.	General direction north-east. Good mule road, slightly rocky in places. From Mêng-ku (2,750 feet) the road goes across discarded rice-fields for $\frac{3}{4}$ mile, and then enters a narrow gorge rising at first gently and then more steeply to the east. The path winds along the hillside above the left bank of this gorge, crossing the stream running through it by a good bridge at mile 3 $\frac{1}{4}$. From here onwards, the path above the right bank of the stream is rather rocky in places. One Shan village is passed <i>en route</i> , at mile 5 $\frac{1}{2}$. Shortly before reaching La-p'an, the road becomes more level, and goes over red clay, thickly set with bamboo groves. Height 4,300 feet. <i>Camping ground.</i> —Restricted, in bamboo groves below the village, which contains about 40 houses. <i>Water.</i> —Abundant. <i>Fuel.</i> —Plentiful. <i>Fodder.</i> —Fair grazing. <i>Supplies.</i> —Rather scanty.
21 m. 6 f.	2	SUN-TSU	... 14 m.	General direction north-east. Fair mule road, with steep ascent for over 4 miles. From La-P'an the road continues to climb up the gorge along the right bank of the stream. The

ROUTE No. 24-A—*contd.*

first $\frac{1}{2}$ mile is easy going ; thereafter it becomes very steep and narrow in places. At mile 3, the track bears to the right and winds round, still very steeply, to the fir-clad summit. Here the road turns sharply to the left and continues to wind and undulate through fir trees till it reaches the head of another small valley ; down this gently to a small Chinese Kachin village, surrounded with masses of wild raspberry bushes. After crossing a small stream, the path ascends steeply for 300 feet on to a more level bit of ground. From here a gentle descent of 500 feet to the village of Wa-ma-kai, where the road joins stage 6 of Route No. 24 (q. v.)

The village of Sun-tsu (30 to 40 houses) is 6 miles further on.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

} See Route No. 24, Stage 6.

ROUTE No. 25.

FROM MYITKYINA TO TENG YUEH *viâ* PANG-
SENG-KYET PASS AND KU-YUNG-KAI.

153 $\frac{7}{8}$ miles.

14 stages.

Authority.—Major W. Musgrave, 72nd Punjabis, June 1911; Mr. A. E. Eastes, Vice-Consul, Tengyueh, 1918.

Epitome.—The first 9 stages of this route are in British Territory. The boundary range is crossed in stage 10, at the Pang-Seng-kyet Pass.

The road, as it stands, is passable for mules, but bridges are required over the Hsiao-cha Ho and Ta-cha Ho, in stage 11. There are also many other streams to be crossed between stages 8 and 11 which cause delay.

In stage 12, between miles 5 and 9, road requires widening.

Camping ground.—Good, except stages 2, 6 and 7.

Water.—Good throughout.

Fodder.—Good grazing, except at stages 6 and 8, where bamboo leaves would have to be substituted.

Supplies.—Unobtainable until Ku-yung-kai is reached, where a fair amount are to be found.

No. of stage and total distance.*	DETAILS.	
1 to 9 90 m.	MYITKYINA TO ... MAI-KU.	<i>See</i> Burma Route Book, Part II. ¶
10 103 m. 3 f.	JUNGLE CAMP 13 m. 3 f.	General direction south-east. The

ascent to the top of the pass is extremely steep and trying to animals. After crossing the frontier, the road descends very steeply over rocks and big stones for 1 $\frac{1}{4}$ miles. The remainder of the road is fairly good with occasional rocky bits. Leaving Mai-Ku the road descends to the right bank of the Mai-Ku Kha at $\frac{1}{2}$ mile along which it ascends gradually till it crosses the Kha at mile 1. From the stream the road ascends, at first gradually through wild plantain, grass and tree jungle, and later steeply to mile 1 $\frac{7}{8}$ whence it runs to the left bank of the T'ou-tao Ho, at mile 2 $\frac{1}{4}$, and crosses it. From this stream the real ascent commences. The road ascends very steeply through

ROUTE No. 25—*contd.*

dense jungle and bamboos to mile 6, the last mile containing many steep cuttings and a very steep rocky bit for 300 yards at mile $5\frac{3}{4}$. From here, until the ascent to the top at mile $7\frac{3}{8}$, the ascent becomes a bit easier, through bamboo jungle. A camping site for 500 men exists in an open space at mile $7\frac{1}{2}$, water from two small streams, bamboo leaves for fodder. At the top there is a small boundary pillar, with no inscription. From this pillar the road descends steeply for 300 yards through an open space, where 300 men could camp, and then descends very steeply over very rocky ground, through thick tree jungle, to mile $8\frac{5}{8}$, and thence less steeply to $9\frac{3}{8}$, crossing the Hsiao-cha Ho seven times in this one mile. From mile $9\frac{5}{8}$ the thick tree jungle is left behind, and bracken and scrub jungle take its place and the road descends, with occasional stony bits, the narrow valley of the Hsiao-cha Ho to mile $11\frac{1}{8}$, again crossing the stream twice. Thence the road descends steeply through bracken and scrub jungle to the camp on the right bank of the Hsiao-cha Ho at mile $13\frac{3}{8}$, the valley having widened out a bit and the hills on the right bank sloping gently to the stream for $\frac{1}{2}$ mile.

Rivers.—T'ou-tao Ho, 25 feet wide 2 feet deep, boulder bed, fordable; Hsiao-cha Ho, which is crossed nine times and varies from 8 to 45 yards with from 6 inches to 18 inches water. Its bed is of big stones and the constant crossings delay animals. It could easily be bridged at all crossings.

Many other small streams are crossed, which are no obstacle, though the approaches might be improved. Mules took 8 hours.

Camping ground.—For 5,000 men, but the rocky nature of the country renders it difficult to pitch tents. Material for shelters is plentiful close at hand.

Water.—From the stream.

Fodder.—Grazing good on the hillsides.

11	TAN-TSA	...	8 m.	General direction
				south-east. Road
111 m. 3 f.				good for mules,

but very steep in some places. The crossing of the Hsiao-cha Ho and Ta-cha Ho cause great delay. They should be bridged.

Leaving the camp the road descends gradually through bracken for 600 yards; thence over rocky ground through tree jungle to mile $\frac{5}{8}$ where the Hsiao-cha Ho is again crossed; the road descends steeply over rocky ground along its left bank for 600 yards; thence gradually through grass and bracken to the junction of the Hsiao and Ta-cha Ho, mile $1\frac{3}{8}$, the former running into the latter from the right. After crossing the Ta-cha Ho, the road runs down a narrow valley through grass and bracken along the left bank, descending gradually to mile $2\frac{1}{2}$, passing at $2\frac{1}{4}$ an alternative road which goes to the left and rejoins the road at mile $4\frac{1}{2}$. From mile $2\frac{1}{2}$ the

ROUTE No. 25—*contd.*

road, which now becomes very narrow, ascends steeply a grassy spur to mile 4 and then descends through a narrow ravine to mile $4\frac{1}{2}$; where there is a small stream, and then descends gradually through grass and fine trees for half a mile; then the descent becomes very steep, through pine trees and small scrub jungle to mile $6\frac{1}{4}$, over a small hill to the Tan-tsa-pa at mile $6\frac{5}{8}$. The road now runs across a paddy plain along the right bank of the Tan-tsa Ho which is crossed at mile $7\frac{5}{8}$. The road then continues across the paddy plain to Ta-chai at mile 8, passing a hot spring and crossing a stream, 11 yards wide, 1 foot water, just short of the village.

Tan-tsa-pa is a small circular plain with four large villages and numerous small ones, and is about $1\frac{1}{2}$ miles in diameter. The inhabitants are Chinese and Lisu. Ta-chai is the principal village.

Camping ground.—For a large force in the plain, and also half a mile above the village on open downs.

Supplies.—Practically *nil*. The valley does not produce enough rice for the inhabitants and it has to be imported from Ku-yung-kai.

Rivers.—Hsiao-cha Ho at mile $\frac{5}{8}$, 35 yards broad, big boulder bed, 4 feet water, unfordable. Men cross from boulder to boulder with difficulty. Mules have to swim across a very deep pool. The current is very rapid and the water from the pool rushes through a narrow space, 8 feet wide between two boulders, and men have to be stationed on these boulders with strong poles to prevent the mules being carried into the rapid below. The mules step off a steep ledge and completely disappear from view. Not more than three should be allowed to cross at a time as there is a difficulty in getting out of the pool. This crossing is very dangerous and would delay a detachment of 200 men for some hours. The stream could easily be bridged, using boulders as piers, materials plentiful close at hand.

Ta-cha Ho, at mile $1\frac{3}{8}$, 150 yards wide with 5 feet water, bed of huge boulders, current very swift. Mules have to cross the Hsiao-cha Ho just above where it enters the Ta-cha Ho; crossing easy for unladen mules. They then have to swim across a pool 300 yards further down. Men cross the stream by a very tortuous route over boulders over which the water is often thigh deep; the boulders are slippery and the crossing is consequently very dangerous. It is impossible to find the route without a guide; and two stout poles are required, to assist one from boulder to boulder which are in some places 4 feet apart, and also to prevent oneself being swept into the rapids below. It takes a man $7\frac{1}{2}$ minutes to cross. The stream could easily be bridged just above the ford where the bed narrows and there are boulders standing 20 feet out of the water. The stream there is about 100 yards across, but a road would have

ROUTE No. 25—*contd.*

to be cut on the left bank for 30 yards. Materials would have to be brought from a distance of half to three-quarters of a mile.

Tan-tsa-ho at mile $7\frac{5}{8}$, 100 yards wide, 2 feet water, current moderate, stone bottom, good approaches, easily fordable. Foot-bridge for men. Always fordable except after very heavy rain, when it might be unfordable for 24 hours.

Mules took 6 hours.

Camping ground.—For 1,500 men just below junction of Ta-cha Ho and Hsiao-cha Ho, mile $1\frac{3}{4}$.

12 KU-YUNG-KAI 11 m. 4 f. General direction
south-east. A very
122 m. 7 f. good mule road,
fairly hilly, but not steep except in a few places. Leaving the
village the road ascends steeply for half a mile and then undulates
over open downs with patches of cultivation and clumps of pine
trees and jungle to the head of the Lê-ma-kai valley at $2\frac{1}{2}$ miles. The
road now runs along the eastern edge of this valley, which is about
 $\frac{1}{4}$ mile wide with low hills on either side, to the village Lê-ma-kai
at $3\frac{1}{2}$ miles. The valley now broadens out slightly and the road
still continues to run along its eastern edge, crossing the Lê-ma
Ho at mile $3\frac{5}{8}$, until at mile 4 it crosses a low hill which runs into
the valley. On this hill, 3,000 men could camp, water being obtain-
able from a stream, 5 yards wide with 1 foot water on the south
side of the camp. From here the road ascends gradually, undulating
gently along the edge of the valley which is bounded by low grass
and pine-covered hills and narrows gradually to mile 5. The road
now enters a narrow ravine between high grass-covered hills and
ascends gradually, crossing seven times a small stream 4 yards
wide with 1 foot water. This stream is no obstacle to mules. At
mile $6\frac{1}{2}$ a very steep paved bit is ascended to the top of the pass
between Tan-tsa and Ku-yung-kai at mile 7. The road now
descends steeply through forest for three-quarters of a mile and
then gradually, through many cuttings, to mile $8\frac{1}{2}$. The road then
enters a deep, narrow cutting 800 yards long and descends steeply
to mile $9\frac{1}{4}$ where two streams 7 yards and 4 yards wide, respectively,
with 1 foot water, are crossed. These are no obstacles. There is
then a gradual descent to the village (200 houses) Su-chang at $9\frac{1}{2}$
miles, and the road then enters the Ku-yung-kai plain, which it
crosses to Ku-yung-kai at mile $11\frac{1}{2}$. (Mules take 5 hours for this
stage.)

Ku-yung-kai is a bazar village with several inns and a Chinese
Government salt dépôt with a petty official and 25 soldiers of the
Smuggling Prevention Corps.

ROUTE No. 25—*contd.*

Rivers.—Stream at mile $9\frac{7}{8}$, 20 yards wide, 1 foot of water, stony bottom, current moderate, easily fordable, and crossed by a wooden foot-bridge.

Stream at $10\frac{7}{8}$, 24 yards wide, 1 foot water, stony bottom, easily fordable, current moderate and crossed by a wooden bridge suitable for mules.

Camping ground.—In the plain for large force, also good camp on sloping ground $\frac{1}{2}$ mile south-east of the village. An empty barrack in the village could accommodate 200 men.

Supplies.—Pigs, chickens, cattle, paddy, rice and vegetables in small quantities.

Fodder.—Grazing in hills around.

13 and 14 KU-YUNG-(KAI) ... 31 m. See Route No. 1, Stages
TO TENG YUEU. 10 and 11.

153 m. 7 f.

ROUTE No. 25-A.

WAINGMAW (MYITKYINA) TO LAUKHANG.

94 miles.

8 stages.

Authority.—Captain H. R. Davies, December 1898, Captain R. J. Hilson, 91st Punjabis, 1910-11, Major W. Musgrave, 72nd Punjabis, May 1911, Lieutenant M. E. Goldman-Monk, 91st Punjabis, April 1913.

Epitome.—This is an unimportant Route connecting with Route 26. An unmetalled cart road as far as Stage 2, thence a mule road in good condition as far as Stage 8.

Camping ground.—Average for $\frac{1}{2}$ Battalion.

Water.—Plentiful and good throughout.

Fuel.—Plentiful.

Fodder.—Generally plentiful throughout.

Supplies.—Very small as far as Stage 9.

No. of stage and total distance.	DETAILS.
1	<p>WAUHSAWNG 10 m. 4 f. General direction east. Unmetalled cart road in good condition; average width 15 feet, level nearly throughout and runs on an embankment over flat country. Wooden cart bridges over all streams (minimum width 9 feet); traverse densely-wooded country, except near Wauhsawng where are large areas of paddy fields.</p>
	<p><i>b.</i></p> <p>At 8 miles 2 f. Namwa village (Shan-Chinese, 40 houses). At 10 miles Loisaw village (Shan-Chinese, an outlying portion of Wauhsawng village). At 10 miles 4 f. Wauhsawng village (Shan-Chinese, 150 houses) on Nammyen river.</p>
	<p>The Nammyen in the dry season (November to May) is 35 yards wide, 2 feet deep. In the rains (June to October) it is unfordable. Rafts float down from Wauhsawng to the Irrawaddy, near Waingmaw, in one day. Small country boats can ascend to Wauhsawng in the rains only.</p>

ROUTE No. 25-A—*contd.*

A foot-path leaves Wauhsawng, fords the Nammyen at the village and reaches Kwitu village 10 miles due north (Shan-Chinese with considerable area of paddy cultivation). A foot-path leaves the Wauhsawng paddy-fields in south direction, traverses low hills for 15 miles and an extensive cultivated plain in the Nampumwe valley, and reaches Kazu village (Shan-Chinese, 300 inhabitants) 25 miles to the south on the Waingmaw-Sima road.

Camping ground.—In paddy-field to west; ample. On left bank of Nammyen, north-east corner of Wauhsawng village, for $\frac{1}{2}$ Battalion.

Water.—From Nammyen, good and unlimited.

Fuel.—Unlimited.

Fodder.—Good grazing.

Supplies.—Large quantities of paddy. Cattle, pigs and poultry in limited quantities.

2	JUNGLE CAMP ...	12 m.	General direction
			north-east. Un-
22 m 4 f.			metalled cart road

to 2 miles, thence a good mule road, with an average width of 8 feet, liable to be much cut up in the rains, through dense bamboo jungle. At 2 miles the Nammyen is crossed by a strong suspension bridge, 200 feet long, $3\frac{1}{2}$ feet roadway and 50 feet above water. At 2 miles 4 f. the mule road leaves the main road to Sadon, and branches off to the left, crossing the Namlaw Hka (18 yards wide) averaging 1 foot deep, flowing smoothly over pebbles and fordable in the dry season (November to May) by a wire-truss bridge. 60 feet long with a $3\frac{1}{2}$ feet roadway, about 20 feet above water. The new road follows the right bank of the Namlaw Hka, winding considerably round spurs and re-entrants, with a few gentle gradients. At 7 miles 6 feet the Namlaw Hka is again crossed by a wire-truss and wooden trestle bridge, 80 feet long, $3\frac{1}{2}$ feet wide, about 20 feet above water. At 12 miles a clearing is reached, where are 3 bamboo huts and a stable, used as a rest-house. Mules take $4\frac{1}{2}$ hours over this stage.

Camping ground.—For $\frac{1}{2}$ Battalion near the rest-house, clearing necessary. A bad camp, in dense jungle; horse flies very numerous.

Water.—Plentiful from a stream near rest-house.

Fuel.—Unlimited.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

3	SENIKU ...	13 m.	General direction
	<i>b., p.o., t.o., m.p.p.</i>		north-east, a good
35 m. 4 f.			mule road averaging

8 feet in width running over low-lying, marshy ground, difficult in

ROUTE No. 25-A—*contd.*

the rains. Numerous small streams are crossed by bamboo bridges, many of which are unsafe and need repair. The road runs through dense bamboo jungle, and is practically level to 6 miles, thence ascends and descends with easy gradients, over low hills. At 5 miles Manwêng village (60 houses), surrounded by extensive paddy fields.

Camping ground.—For a Brigade in paddy field south-west of the village.

Water.—Plentiful from a stream.

Fuel.—Unlimited.

Fodder.—Bamboo leaves plentiful, grazing scarce.

Supplies.—A considerable quantity of paddy.

At 7 miles the road joins the main road from Sadon *via* Pum Katawng and Hsilaw (2 miles distant from the junction). At 11 miles a path, passable for mules, leads to the right direct to Seniku Fort. At 12 miles 4 f. Seniku village is reached; at 13 miles the Military Police Post, on the summit of a conical hill. Mules take 5 hours over this stage.

Camping ground.—(a) For a Battalion on north side of Post. (b) For one Battalion on south side of Post near bazar. (c) For 2 Battalions south of the Post, in paddy-fields at foot of the hill on which the Post is situated.

Water.—From several springs near the Post.

Fuel.—Plentiful.

Fodder.—Grazing plentiful.

Supplies.—Nil.

4 SHINGAW HKA 13 m. 2 f. General direction
b. north-east, by a

48 m. 6 f. good 5 feet mule road through a thick tree and bamboo jungle. Several small streams are crossed by plank bridges (all fordable). From the foot of the Seniku Hill the road ascends over a spur, thence descends by long zig-zags to the Tumpang Hka, crossed at 2 miles by a suspension bridge 130 feet long, with a 6-foot roadway 30 feet above water. The road now follows the bank of the Tumpang Hka and at 3 miles 2 f. broadens to admit of laden mules passing one another. At 3 miles 6 f. the Nawku Hka is crossed by a suspension bridge, 200 f. long with a 6-foot roadway, 35 feet above water. At 4 miles a path to the left leaves the road, and leads for 4 feet through thick jungle to the old ferry on the Tumpang Hka below its junction with the Nawku Hka. This ferry has been dismantled. At 5 miles 1 f. the road from the ferry rejoins the main road, and at 8 miles 2 f. Nsendaru village (6 houses) is passed, where there is a bamboo raft used as a ferry across the Nmai Hka.

Camping ground.—For 2 Battalions north-east of village.

ROUTE No. 25-A—*contd.*

Water.—Good and plentiful from stream south of village.

Fuel.—Plentiful.

Fodder.—Bamboo leaves plentiful, grazing fair.

Supplies.—Nil.

Leaving Nsendaru the road undulates through thick jungle, at 10 miles 2 f. crossing a stream by a wire-truss bridge, 70 feet long with a 5-foot roadway, 25 feet above water. At 10 miles 4 f. the road crosses another wire-truss bridge 60 feet long, 5 feet roadway and 20 feet above water. At 11 miles 4 f. there is a wire-truss bridge, 45 feet long with a 5-foot roadway, 20 feet above water. Having crossed this bridge there is a camping ground for one Battalion.

Water.—From a stream.

Fuel.—Plentiful from the jungle.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

At 11 miles 6 f. a track leads to the right to Chingma village (10 houses), 3 miles distant. At 13 miles 2 f. the Public Works Department bungalow is reached on the left bank of the Shingaw Hka, 150 feet above the river. Mules took 6 $\frac{3}{4}$ hours.

Camping ground.—For 2 Battalions at 13 miles between the road and the Nmai Hka.

Water.—Plentiful from the Nmai Hka.

Fuel.—Plentiful from the jungle.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

5	TANGA HKA	...	9 m.	General	direction
	b.				north-east by a good
57 m. 6 f.					mule road 5 feet

wide, steepest gradient 1-10. The country is densely wooded with large trees and bamboo. Leaving the Public Works Department bungalow, the road descends steeply to the Shingaw Hka, which it crosses by a suspension bridge, 180 feet long with a roadway of 6 feet 30 feet above water; 100 yards below this bridge is a ford (40 yards by 2 feet 6 inches stony bed) used in the dry season. The road now ascends steeply the right bank of the Shingaw Hka, and follows the east side of a ridge which separates it from the Nmai Hka. At 2 miles 2 f. a track leads to the right to Sawlaw, 3 hours march distant. At 2 miles 6 f. the Wachawng Hka is crossed by a wooden trestle bridge (single trestle) 60 feet long, 5 feet roadway, 15 feet above water. After crossing this bridge there is a camping ground for one Battalion.

Water.—Good and plentiful from the stream.

Fuel.—Plentiful.

ROUTE No. 25-A—*contd.*

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

At 5 miles 6 f. the road crosses by a wire-truss bridge 50 feet long with a 5 feet roadway, 15 feet above water, the Tama Hka which is 24 feet wide and 1 foot deep, difficult to ford owing to steepness of banks. At 8 miles a stream is crossed by a wire-truss bridge, 35 feet long, 5 feet roadway, and 12 feet above water; this stream is fordable. At 9 miles the Public Works Department bungalow is reached on the left bank of the Tanga Hka and 4 f. distant from the junction of the latter with the Nmai Hka. Immediately before arriving at the bungalow a track to the right leads to Atang, 2 hours march distant. Mules took 4 hours.

Camping ground.—For $\frac{1}{2}$ Battalion on left bank of Tanga Hka below the bungalow.

Water.—Good and plentiful from the Tanga Hka.

Fuel.—Plentiful.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

6	TAMU HKA	...	11 m.	General	direction
	b.			north-east	by a 5

68 m. 6 f. feet mule road in good condition, through dense jungle. The road follows the left bank of the Nmai Hka at a height varying from 1,000 to 800 feet above the river. Several small streams are crossed by good plank bridges or stone embankments. The road crosses the Tanga Hka at 2 feet by a wire-truss bridge, 90 feet long, 4 feet roadway and 25 feet above water, supported by two masonry piers, 60 feet apart; there is a ford (60 feet by 1 foot, stony bed) immediately below the bungalow, which can be used in the dry season (November to May). At 2 miles 4 f. a small stream is forded, above which there is a camping ground for $\frac{1}{2}$ Battalion.

Water.—Good from the stream.

Fuel.—Plentiful.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

At 3 miles 4 f. the road runs over a long ridge covered with high grass, at which point there is a camping ground for 1 Battalion with clearing.

Water.—From the Nmai Hka.

Fuel.—Plentiful.

Fodder.—Coarse grass and bamboo leaves plentiful.

Supplies.—Nil.

At 4 miles the road crosses a fordable stream by a bridge (iron girder and reinforced concrete, 30 feet long, 4 feet roadway, and

ROUTE No. 25-A—*contd.*

5 feet above water, supported by one masonry pier). At 7 miles a fordable stream is crossed by a wooden bridge (45 feet long, 4 feet roadway, and 6 feet above water, supported by one masonry pier). At 11 miles the Tamu Hka (unfordable) is crossed by a suspension bridge (155 feet long, with a 6 feet roadway 35 feet above water). Immediately before reaching this bridge there is a foot track to the right leading to Mangai (2 hours march distant).

On the right bank of the Tamu Hka is the public Works Department bungalow. Mules took $4\frac{1}{2}$ hours.

Camping ground.—For 1 Battalion with clearing between the bungalow and the Nmai Hka and Tamu Hka banks.

Water.—Plentiful from the Tamu Hka.

Fuel.—Plentiful.

Fodder.—Bamboo leaves plentiful.

Supplies.—Nil.

7	CHIPWI HKA	15 m. 4 f.	A good mule road,
	940ft.		which follows the
84 m. 2 f.	b.		left bank of the

Nmai Hka as far as 7 miles 4 f., where it turns inland for some 6 miles before rejoining it. Throughout, the road runs through thick jungle. There are two steep gradients at 7 miles 4 f. and at 12 miles 4 f., maximum gradient 1-8.

At 3 miles a field-track leads to the right to Shamaw ($1\frac{1}{2}$ hours distant). At 3 miles 6 f. the road crosses the Namaw Hka by a suspension bridge (145 feet long with a 6 feet roadway, 30 feet above water). In the dry season this river is fordable below the bridge (3 yards by 1 foot), except after heavy rain. At 4 miles 2 f. the Ritne Hka is crossed by a suspension bridge (100 feet long; 5 feet roadway, and 40 feet above water). This stream is fordable below the bridge in dry weather. At 4 miles 4 f. a track, passable for laden mules, leads to the left to a ford over the Nazar Hka, which is negotiable in the dry season (5 yards wide and 1 foot deep). The road crosses the Nazar Hka by a suspension bridge, 100 feet long, 5 feet roadway, and 40 feet above water. 50 yards beyond the bridge, a much overgrown path leads to the right to Nangu. At 6 miles 6 f. two difficult nullahs with steep banks are crossed; the first by a wire-truss bridge (70 feet long, 4 feet roadway, 20 feet above water), the second by a plank bridge (30 feet long, 4 feet roadway, and 10 feet above water). At 7 miles a track to the right goes to Nangu (40 minutes march distant). At 7 miles 4 f. the road rises over a bluff 800 feet high the crest of which is reached at 8 miles 4 f. Thence a gradual, winding descent leads to the Laimu Hka at 11 miles 4 f. which is crossed by a wire-truss bridge supported by a masonry pier, the two spans being 60 feet on the

ROUTE No. 25-A—*contd.*

left and 20 feet, on the right bank ; the roadway being 20 feet above water. The road now ascends and surmounts the crest at 12 miles 4 f., thence descends easily to the bank of the Nmai Hka, and the east two miles are level. Mules take 7 hours.

Camping ground.—(a) For one Battalion near the bungalow without clearing. (b) For 2 Battalions near the bungalow with clearing.

Water.—Good and plentiful from the Chipwi Hka.

Fuel.—Plentiful.

Fodder.—Bamboo leaves plentiful, grazing limited.

Supplies.—Nil.

8	LAUKHAUNG	9 m. 6 f.	General direction
	(4,240').		north-east by a good
94 m.	b., p.o., t.o., m.p.p.		5 feet mule road,

which ascends steadily throughout the stage. Gradients are easy. Several small streams, all fordable, are crossed, by either plank bridges or stone causeways. At 150 yards after leaving the bungalow the Chipwi Hka is crossed by a suspension bridge 200 feet long, 6 feet roadway, and 40 feet above water. The Chipwi Hka here is unfordable, being 70 yards broad with an average depth of 4 feet. After crossing this bridge the road climbs a steep spur to 6 miles, where it passes saddle, and skirts the east slopes of a spur of the Wunchong Bum to 8 miles, whence it turns south and ascends the spur on which Laukhaung Post is situated. At 7 miles 4 f. the Maru village of Laukhaung is passed on the left of, and above, the road. At 8 miles reach the Maru village of Rukchaung, and at 9 miles a steep path to the left leads to the Public Works Department bungalow. The Military Police Post bungalow is reached at 8 miles 6 f. Mules take 4 hours.

Camping ground.—For 2 Battalions on the ridge north of the Military Police Post.

Water.—Sufficient and good, is brought in bamboo pipes from some distance.

Fuel.—Plentiful.

Fodder.—Grazing limited near Post ; bamboo leaves plentiful, not nearer than 1 mile from Post.

Supplies.—Nil

ROUTE No. 26.

FROM LAUKHANG (IN THE CHIPWI HKA VALLEY)
TO TENG YUEH *via* PANWA PASS AND MA-
LI-PA.

87 miles.

8 stages.

Authority.—Major W. Musgrave, May 1911; Mr. A. E. Eastes, Vice-Consul, Tengyueh, 1918.

Epitome.—The first 4 stages are in British territory; the boundary range is crossed in stage 5 by the Panwa Pass.

The road is not much frequented; stages 1 and 2 are rocky, overgrown and there are many steep gradients. In wet weather it is impassable for mules. The route passes through thick jungle up to stage 5 when the country opens out. The valley of the Hsiao-pa Ho is partly cultivated and partly open, grassy hills.

Camping grounds.—Spacious except at stage 1.

Water.—Plentiful throughout.

Supplies.—Very small.

Fodder.—Good grazing.

No. of stage and total distance.	DETAILS.			
1	LAN-JAW	...	8 m. 2 f.	General direction south-east. A try- ing road owing to steep gradients. From village, road ascends for short distance through the jungle to where a road, said to be impracticable for mules, branches off through Gyin Tong to Lan-jaw. Thence difficult and rocky descent through grass and the jungle to Jên-chao village $\frac{3}{4}$ mile.
8 m. 2 f.	Thence steep up and down to Lashi-Mam village of Makawng, part of which is at miles $2\frac{3}{4}$, and part the other side of the valley at mile $3\frac{1}{2}$.			
Thence the road continues over several steep places down to a stream at mile 6.				
Stream has 2 beds, 40 yards and 8 yards wide and 1 foot of water, fordable but difficult. From here a steep and difficult ascent to the Lashi village of Lan-jaw (20 houses). Stage takes $4\frac{1}{2}$ hours.				
<i>Camping ground.</i> —Restricted, but with some clearing 400 men could be accommodated.				
<i>Water.</i> —From village supply.				

ROUTE No. 26—*contd.**Fodder.*—Plentiful.

2 LU-CHIANG-PA 12 m. 4 f Road bad owing to
rocks, stones and
mud, impassable for

20 m. 6 f.
mules with full loads.

For 2 miles steep ascent over rocky ground in thick jungle. From here to end of march dense jungle, which prevents the road from drying. From mile 2, ascent continues very steep with a few short and steep descents to mile $11\frac{1}{4}$, and then down to two small streams and an open space where 500 men could camp if the place were levelled. Thence a steep rocky descent to the small level bit known as Lu-chiang Pa; no village. Stage takes 9 hours.

Camping ground.—For 1,000 men, rocky ground, difficult to pitch tents.

Water.—Plentiful.*Fodder.*—Good grass.*Supplies.*—Nil.

3 JUNGLE CAMP 8 m. Steep ascents and de-
scents with stretches
of mud to mile $1\frac{1}{2}$,

28 m. 6 f.
when road improves; descent very steep in places to mile 3 where is a stream, 16 yards by 2 feet, easily forded. At mile $3\frac{3}{4}$, jungle ends, road enters narrow valley with bracken covered hills, descending steeply to a boggy stream at mile $4\frac{1}{2}$. Hence, gradual descent down the valley to mile $6\frac{1}{2}$, crossing the river 5 times by easy fords. At mile 7 a stream, 25 yards by $1\frac{1}{2}$ feet, rocky approach but easy ford. From here the road ascends gently to $7\frac{1}{2}$ miles from which point, for 3 miles, troops could camp along the road on the slopes of the hills. Stage 3 hours.

Camping ground.—As above.*Water.*—Plentiful.*Fodder.*—Good grazing, no grass to cut.*Supplies.*—None

4 CHANG-YIN- 8 m. 6 f. To mile $2\frac{1}{4}$ easy de-
KOU. scent, crossing some
small streams and

37 m. 4 f.
boggy places which could be easily drained. Here is the junction of the Hka and Chang-lang Hka. At $2\frac{5}{8}$ the hills close in and the road becomes rocky, but good at $2\frac{7}{8}$. Chang-lang Hka is crossed by plank bridge, 13 yards long and a jungle wood bridge, 4 yards long. Mules can ford the stream 150 yards above. The road goes up the left bank to mile $3\frac{5}{8}$ where it turns to the right by a narrow, overgrown cutting up to the ridge dividing the two streams. Thence due south, over grassy, bracken covered spurs up the valley of the

ROUTE No. 26—*contd.*

Hka, which would provide camping accommodation for a large force. At mile $7\frac{1}{4}$ the valley opens out and the road ascends gently to Yen-ching-pa at mile $8\frac{3}{4}$; at mile $7\frac{3}{8}$, river is 60 yards by 2 feet, said to be always fordable except after heavy rain.

Camping ground.—The Yen-ching-pa is a gently sloping grass-covered plain affording unlimited camping grounds.

Water.—Good supply.

Fodder.—Good grazing.

Supplies.—None.

Half mile to the left is the small Lisu village of Chang-yin-kou.

5	MA-LI-PA	...	12 m. 6 f.	General direction
	(TAWNIO).			south-east. Leaving the camp the

50 m. 2 f. road ascends gradually over low grass-covered spurs dotted with trees; road generally good, but narrow in parts up to the divide; the country is well watered.

There are a few boggy bits, which could be easily drained, at $2\frac{1}{2}$ mile; a good camping ground, plentiful water and grazing. At $6\frac{1}{4}$ mile, the divide is crossed by the Panwa Pass (7,663 feet); country open and grassy. From here the road descends a narrow valley, steep in places, down which runs a stream which is crossed twice by rocky fords between miles 7 and $7\frac{1}{2}$.

At mile $8\frac{3}{8}$ the valley widens, the descent becomes easy to mile 10 where the road drops steeply 100 feet into the Ma-li-pa plain.

Here the Ku-tung Ho is met and the road follows the left bank over rocky country to mile $10\frac{7}{8}$, and then is cut out of the side of the hill which rises steeply from the river. Then, dropping to a paddy plain, enters Ma-li-pa, a Chinese village of 40 houses with sun-dried brick walls 6 feet high.

Camping ground.—Unlimited.

Water.—Plentiful.

Fodder.—Fair grazing in the hills close by.

Supplies.—Small.

6	KU-TUNG-KAI	14 m. 4 f.	General direction
			south-south-east. Practically level

64 m. 6 f. road partially paved, along the Ku-tung Ho. Leaving Ma-li-pa (Tawnio), the road crosses the river (40 yards by 2 feet) by a wooden footbridge, thence over 2 uncultivated plains and for the second time over the Ku-tung Ho by a wooden footbridge. At mile $2\frac{1}{4}$ Ying-pan-kai residence of the Hs'ün-kuan, a local official; from mile $6\frac{1}{4}$ a paddy plain is crossed to mile $7\frac{3}{4}$; thence, from mile $8\frac{1}{2}$, the road descends over open grassy country for 2 miles and then descends gradually to Ku-tung-kai.

ROUTE No. 26—*contd.*

Camping ground.—Large.

Water.—Good.

Fodder.—Good grazing.

Supplies.—Small.

7 MU-SHUI HO ... 11 m Practically level road
with much paving.

75 m. 6 f.

Road crosses the plain to mile $1\frac{1}{4}$ to the Ku-tung Ho, 60 yards by $1\frac{1}{2}$ feet, stony but easy ford, wooden footbridge. Then through paddy-fields for one mile and then over low hills with stony out-crops and many graves to Chi-sa-li, a large village at mile $4\frac{1}{2}$, and Shun-chiang, at mile 5. Thence over paddy plains and low rocky hills.

Camping ground.—In paddy-fields for large force.

Water.—From two streams.

Fodder.—Fair grazing.

Supplies.—Small.

8 TENG-YUEH 11 m. 2 f. Road generally good
but paved in places.

87 m.

The road ascends gradually through pine trees for $1\frac{3}{4}$ miles, then descends gradually over open country to mile 3. At mile $2\frac{3}{4}$ is a cross road to Lung-chang to the east and Ku-yung-kai to the west. Thence a gradual ascent over the eastern shoulder of Ma-an-shan, the prominent twin-capped volcano north-west of Tengyueh, and a somewhat steeper descent to Shih-lang-pa at miles $7\frac{1}{4}$. Village is in a paddy plain $\frac{3}{4}$ mile broad. Stream is crossed by a stone bridge. Thence a gradual ascent to mile 8 and then an easy descent, passing 2 barracks at mile $10\frac{1}{4}$, and the Tengyueh River at $10\frac{3}{4}$.

Camping ground, etc.—See Route No. 6, Stage 8.

ROUTE No. 27.

FROM MA-LI-PA (T'IENTANG-KUAN) TO KAI-T'OU.

22 miles.

2 stages.

Authority.—Captain H. R. Davies, December 1898.

Epitome.—The road is steep and narrow, but is passable for mules, though not without difficulty.

The Shweli is crossed in stage 2 at the Yeh-mao-ying bridge.

Camping grounds.—Spacious.

Supplies.—Fairly large.

No. of stage and total distance.	DETAILS.		
1	HSIAO-HSIN-KAI.	11 m. 6 f.	General direction east-south-east.
11 m. 6 f.	<p>Steep, narrow road, but passable for mules. Leaving the San-ts'ung-ssü temple (6,000 feet) the road goes through the village of Ma-li-pa, crossing the western branch of the Ku-tung Ho just before entering the village, and the eastern branch at $\frac{3}{4}$ mile at the village of Shih-t'u-chu. It then ascends to a little piece of flat ground on which is Ta-p'ing-ti at $1\frac{3}{4}$ miles. From here steadily up the side of a bare spur. At 2 miles a road to the right front to the iron mine, which lies $\frac{1}{2}$ mile off, is visible from here, and bears south-south-east. The road goes steadily on up to 7,250 feet at $2\frac{3}{4}$ miles, then nearly level till $4\frac{1}{4}$ miles, and up very steeply to 8,100 feet at $4\frac{3}{4}$ miles. Then level quarter of a mile, and a very steep bit up to the top of the range (8,700 feet) at $5\frac{1}{2}$ miles. From here along the ridge for a little way, then very steeply down a spur, and finally by a zig-zag path off this spur to the south to 6,800 feet at $7\frac{1}{2}$ miles. Then very gradually down the narrow valley of a small stream, passing P'o-t'ou (60 houses) at 11 miles to Hsiao-hsin-kai which lies in the valley.</p> <p><i>Rivers.</i>—At $\frac{1}{4}$ mile western branch of Ku-tung Ho, from the left (10 yards \times 1 foot). At $\frac{3}{4}$ mile eastern branch of Ku-tung Ho, from the left (18 yards \times 1 foot).</p> <p><i>Camping ground.</i>—Large.</p> <p><i>Supplies.</i>—Of paddy, rice, and straw. A bazar held every five days.</p>		
2	KAI-T'OU	... 10 m. 2 f.	General direction south-east. Bad road but pass-
22 m.			

ROUTE No. 27—*contd.*

able for mules. At first a good, level road down the paddy-plain for $2\frac{1}{4}$ miles, crossing the Mo-lo-Ho at $\frac{1}{2}$ mile. (The boundary of Ming-kuang and Hsi-lien is crossed at about 1 mile.) At $2\frac{1}{2}$ miles at the village of Chung-t'ang the road turns eastward up a narrow valley by a very gradual ascent, not much out of the level. At $3\frac{1}{4}$ miles, at an old silver mine, a road goes off to the left to Ch'iao-t'ou. At 4 miles a small vilage is passed. Here one road to Kai-t'ou *via* Ch'ien-ma-ch'ung goes off to the left front. The present route, which is called the Ta-pan-shan route, is said to be the shorter. From here up a spur steeply till 6,800 feet is reached at $5\frac{1}{4}$ miles. Hence nearly level round the hill; the top of the range is reached at 6 miles (6,850 feet). From here down a narrow gorge by a bad rocky, steep and narrow track, till 5,850 feet is reached at 7 miles. From here nearly level for some way, and then a more gradual descent by a better road to the Shweli, which is crossed at $8\frac{3}{4}$ miles (5,200 feet). From here almost level to Kai-t'ou, which lies on ground above the paddy level in a plain 2 miles wide. Village contains 200 houses. Big *bazar* every five days. Height 5,350 feet.

Rivers.—At $\frac{1}{2}$ mile Mo-lo Ho from the left (50 yards \times $1\frac{1}{2}$ feet) rapid current. At $8\frac{3}{4}$ miles, Shweli river, here called Kai-t'ou Ho, from the left, 35 to 40 yards wide, 3 or 4 feet deep-strong current, stony bottom. Crossed by wooden bridge, called the Yeh-mao-ying bridge, 36 yards long and 6 feet wide, supported by wooden props, which are partly supported by two iron chains at each end. Ground on right bank commands that on left.

Camping ground, etc.—See Route No. 23, Stage 4.

ROUTE No. 28.

FROM KU-YUNG-KAI TO KU-TUNG-KAI.

16 miles.

1 or 2 stages.

Authority.—Lieutenant H. Lakin, 92nd Punjabis,
April 1905.

Epitome.—A cross-route to connect routes 1 and 26. A fair mule track. First two and half miles across the paddy plain by numerous *bunds* which delay progress; thence steep and rough ascent through thick jungle to mile 6 where there is a patch of open down at height of 8,000 feet, with grass, fuel and water. Thence ascent through woods continues to summit of Huang Lien pass (8,500 feet) at mile 7½. Thence steep descent through thick jungle to mile 11, where path enters valley of tributary of the Ku-tung Ho; at mile 14 the main T'ien-t'ang valley is reached, and at mile 15½ the Ku-tung Ho, 50 yards wide, fordable for mules; there is a footbridge at Ku-tung-kai.

Whole march would probably take mules 9 to 10 hours.

ROUTE No. 29.

FROM KU-TUNG-KAI TO CH'Ü-SHIH (CH'Ü-CH'IH).

13 miles.

1 stage.

Authority.—J. Coggin-Brown, Esq., February 1909.*Epitome.*—A cross route connecting routes 26 and 23; a paved road in good condition.

The road leads south-east over the level grassy plain crossing the river (70 yards by 3 feet) by a wooden footbridge at mile $\frac{1}{2}$. At mile 1, Tuan-cha-chai: at mile 2, road paving becomes rough, the route leads cross a paddy plain; at mile 3, a small stream from the east is crossed by a stone bridge over a narrow but deep *nullah*; hence the road crosses easy, open country partly cultivated to the main river (at mile $3\frac{1}{2}$) which flows in a deep gorge and is spanned by a single arch stone bridge, 50 paces long, at the village of Erh-pai-mo (30 houses). Between 4 and 5 miles the two prosperous villages of Tien-tsao and Sha-tsung are passed.

Thence the road makes a wide detour to the west-south-west and passes through an uninhabited country, following the general line of the river which flows in a deep gorge; at mile 8 Huai-yao (130 houses); $\frac{1}{4}$ mile beyond, the river is crossed by a wooden bridge, 20 paces long, approaches bad and steep. The road then crosses the small plain of Shan-chang and then enters pine-clad hills. After a series of ups and downs, the road, which runs in an easterly direction, comes out into the plain of Ch'ü-shih (Ch'ü-chih).

ROUTE No. 30.

FROM NGAW-CHANG VALLEY TO TA-CHAI *via*
HPA-RÉ PASS.

16 miles.

2 stages.

Authority.—Lieutenant H. Lakin, March 1905.

Epitome.—A short length of road connecting the head of the Ngaw-chang valley with the head waters of the Shweli basin. It is a fair mule road, though rough and steep for about 3 miles each side of the watershed.

Camping ground.—For small force only, *water* plentiful.

Supplies.—Nil.

No. of stage and total distance.	DETAILS.		
1	CAMP BELOW HPA-RÉ PASS	... 6 m.	General direction south-south-east.
6 m.	At $\frac{1}{2}$ mile cross a		
stream 20 feet broad, banks 8 feet high, footbridge of bamboo			
only; animals have to ford, which is a slow process. Thence			
the road enters low tree jungle to mile 3. After this several			
patches of cultivation are passed.			
The road ascends the right bank of the Kan-shêng Hka over			
open, bracken-covered country dotted with small copses.			
<i>Camping ground.</i> —In an open clearing in the hillside, height			
8,300 feet, for small force only.			
<i>Water.</i> —Plentiful.			
<i>Fuel.</i> —Plentiful.			
2	TA-CHAI	... 10 m.	The path ascends
16 m.	through dense,		
virgin jungle and is			
rough and steep. The pass of Ta-ya-k'ou (Hpa-ré) is reached at			
$\frac{1}{2}$ mile (9,900 feet). Thence down through thick jungle for $1\frac{1}{2}$ miles			
to a small stream, where camp for a small party might be found.			
Thence the road passes over a rough and difficult stretch to mile 4,			
where there is the second or lower pass (Height 8,300 feet). On			
this pass is an old Chinese blockhouse of stone to hold about 25 men.			
To mile 8 the descent is steep through thick jungle. Thence travers-			
ing dry cultivated ground and continuing down the valley of the			
Cha-shan Ho, and thence to that of the Mo-lo Ho which is forded			
several times.			
No details as to camping grounds, etc.			

ROUTE No. 31.

FROM LA-GWI TO MÊNG-KU *viâ* TA-CHU-PA AND
SHAN-YAO.

76½ miles.

9 stages.

Authority.—Lieutenant H. Lakin, 92nd Punjabis. May
1905.

Epitome.—A fair mule road but would require improvement in first 5 stages, if required for the passage of a large body of troops. In stage 1, is the Tzu-chu-ya-k'ou pass (9,000 feet). In stage 3, there is some marshy land. In stage 4, the She-li-shu pass leading to the Ta-tang valley.

On each side of the first pass, country is thick jungle and steep hills, thence route follows the bottom of the marshy valley of the Mo-lo Ho, 2½ miles wide at first, but narrowing to a gorge in mile 3. Thence hilly, and bamboo jungle merging into thick tree jungle again in stage 5. In stage 6, the Ta-lang valley is entered. This widens to six miles in breadth and is highly cultivated; at Shan-yao route joins Route No. 23.

Camping grounds.—No details.

Water.—Abundant.

Fuel.—Abundant.

Fodder.—Grazing in stages 2, 5, 6 and 7.

Supplies.—Not obtainable except at stages 6 and 7, where there are small quantities of rice.

No. of stage and total distance.	DETAILS.
1	CAMP S. E. OF THE 7 m. General direction TZU-CHU-YA-K'OU PASS. south-east.
7 m.	At mile 1½ the path, which has led up-stream, enters low bamboo jungle. At mile 2½ it fords the torrent and continues with an easy ascent, and at mile 3½ enters thick, virgin jungle. The ascent becomes steeper, and the going very rough; the track is much encumbered with boulders, roots and fallen trees. At mile 5½ there is a stiff climb to the pass at mile 6¼. The actual pass is open, and from the hill-side above a fine view is obtainable of the country to the north. Height of the pass 9,000 feet. From the pass the path drops sharply through thick jungle, with occasional open patches of boggy ground.
	<i>Camping ground.</i> —Small.
	<i>Water.</i> —Plentiful.

ROUTE No. 31—*contd.**Fuel.*—Plentiful.

Time taken on the march 6 hours.

2 CAMP NEAR THE 6 m. 4 f. General direction
UPPER MO-LO. south-east. The
13 m. 4 f. path, which is
rough and in many places strewn with boulders, follows the course
of a small brook leading into the Mo-lo. For 2 miles the descent
is fairly steep, and from this point to the confluence it is gentle.
Between miles $3\frac{1}{2}$ and $4\frac{1}{2}$ the path crosses the marshy ground at the
mouth of a short side valley, which runs up to the north. At mile
5 there are a few huts on either side of the path, inhabited by the
shepherds and herdsmen who look after the large flocks of sheep and
herds of ponies for which excellent grazing is found in these parts.

Camping ground.—At mile 6 there is a fair site for a camp on
the rising ground over-looking the right bank of the Mo-lo Ho.

Water.—Plentiful.*Fuel.*—Plentiful.Time taken on the march $3\frac{1}{2}$ hours.

3 TA-CHU-PA ... 7 m. General direction
north-east. The
20 m. 4 f. path follows up
the right bank of the Mo-lo Ho, the valley of which gradually
narrows from $2\frac{1}{2}$ miles to 1 mile. The path leads over the open
marshy ground at the bottom of the valley, fording a small brook
at mile 3. At mile 4 the valley has narrowed to a defile, the path
running along the foot of a steep hillside. At mile $4\frac{1}{2}$ a side path
to the south-east leads to a ford and eventually to the She-li-shu
pass over into the Ta-tang valley. At mile 5 the path takes a
sharp turn to the north following the left fork of the valley. At
mile $5\frac{1}{2}$ there is a small Lisu hamlet (10 houses). At mile 6 there
is a large house, inhabited by the representatives of a Chinese
coffinwood firm, who use it as a depôt.

Camping ground.—Large.*Water.*—Plentiful.*Fuel.*—Plentiful.

Supplies.—None, except a few fowls and eggs. The country round
this camp teems with hog-deer and pheasants of various kinds.
Time taken on the march 3 hours.

4 CAMP ON THE CHIN- 6 m. General direction
NIEN HO. south. The track
26 m. 4 f. follows the right
bank of the upper Mo-lo stream over very marshy ground. At
mile 2 the track, which has been running west, turns due south,
crossing the stream by a ford, always practicable for laden mules,

ROUTE No. 31—*contd.*

to the Chinese village of Nai-tu-chao ; thence it ascends the valley of the Chin-nien Ho over the open hill-side to mile 4. At mile 4 the track becomes indistinct and crosses the mouth of a small side valley, over a bog. Some delay occurs at this point, as laden mules find the passage difficult. At mile $4\frac{1}{2}$ the track enters low bamboo jungle through which it winds to the low She-li-shu pass.

Camping ground.—On the saddle on the site of a deserted village.

Water.—Plentiful.

Fodder.—Grass scarce but abundant bamboo leaves.

Fuel.—Plentiful.

Supplies.—None. Time taken on the march, including delay at the bog, 5 hours.

5	TSE-SHU-CHAO	7 m.	General direction south-east. From camp path des- cends steeply, through virgin jungle, and follows the course of the Ta-chang Ho stream crossing it several times. At mile $4\frac{1}{2}$ Ta-chang-ho a Chinese hamlet (5 houses), is reached. From here the road is less rocky and gradients easier.
---	--------------	------	--

Camping ground.—At mile 7 there is an excellent camp on a level grassy terrace on right bank of the stream, just below a Chinese homestead.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

6	HUNG-CHA-LIN	12 m.	General direction south-south-east. Just below camp the track crosses the stream and follows the left bank through tree jungle. At mile $2\frac{1}{2}$ track turns east for $\frac{1}{2}$ mile over a low saddle, and down a narrow gully emerging in the main Ta-tang valley. At mile $3\frac{1}{2}$ crosses the stream by a ford, always practicable for laden mules, and runs through paddy-fields to Chiu-chin, a Chinese village (40 houses). From this point there is the usual Chinese cobble road, which runs through paddy-fields on the left bank of the Ta-tang stream, passing several small hamlets.
---	--------------	-------	---

Camping ground.—At mile 12 there is a camp on some disused paddy-fields below Hung-cha-lin village.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

Supplies of paddy and rice obtainable in small quantities. Time taken on the march $4\frac{1}{2}$ hours.

ROUTE No. 31—*concl'd.*

7	SHAN-YAO	... 14 m.	General direction south-east. Cob- bled road follows
<p>59 m. 4 f. the left bank of the Ta-tang stream. At mile 4 the valley broadens to about 6 miles. Below this point the formation of the valley bottom consists of a series of flat spurs of the main range, which runs from east to west. Almost every inch of ground is under paddy, including the tops of the above mentioned spurs, water being obtained by an ingenious and carefully prepared system of irrigation. At mile 9 the Chiao-tou bazaar is reached, but just before entering the bazaar a side road leads north-east to Shan-yao. This road, which is cobbled, leads over 2 of the spurs. The stream between them, at mile 10½, being spanned by a footbridge, below which is a ford for pack animals. At mile 13 the road enters a narrow side valley; at mile 14 there is a good camp on the grassy left bank of a small stream, immediately below Kuan-shang village.</p> <p>Time taken on the march 5½ hours. Shan-yao itself is about 600 feet above the camp on the lower slopes of the main range with an altitude of about 6,750 feet. It is of importance as being the stage preliminary to the ascent to the Ma-mien-kuan pass (10,500 feet).</p> <p><i>Camping ground.</i>—Good <i>Water.</i>—Abundant. <i>Fuel.</i>—Abundant. <i>Fodder.</i>—Abundant grass.</p>			
8-9	MENG-KU	... 17 m.	<i>Vide</i> Route No. 23, stages 6 and 7.
76 m 4 f. †			

ROUTE No. 32.

FROM TA-CHU-PA TO HPI-MAW (P' IEN-MA).

24 miles.

3 stages.

Authority.—H. G. A. Leveson, Esq., I.C.S. May 1905.*Epitome.*—An indifferent mule track which would require considerable improvement before being fit for a large force.

In stage 1, cross Fen-shui-ling pass (8,800 feet). In stage 2, two passes 8,400 feet and 9,200 feet.

Whole country is covered with thick virgin jungle until near Hpi-maw.

Camping grounds.—Much restricted except at last stage.*Water.*—Abundant.*Fuel.*—Abundant.*Fodder.*—Grazing plentiful except at stage 1.*Supplies.*—None.

No. of stage and total distance.	DETAILS.		
1	CAMP ON THE UP- PER LO HO.	8 m.	General direction north. Up the
8 m.	right bank of the Ming-kuan stream; track fair, but with a few rocky places. At mile 2 leave the stream and climb a long spur, track narrow but fair gradients, hillsides open with dwarf bamboo patches. At mile 4 enter dense virgin jungle, gradients steeper, track narrow and rocky. At mile 6 cross the Fen-shuiling pass, altitude 8,800 feet; thence still in dense jungle descend to the Lo Ho stream, track steep, rocky and slippery when raining.		
	<i>Camping ground.</i> —In a small open patch.		
	<i>Water.</i> —Abundant.		
	<i>Fodder.</i> —Grass scarce but bamboo leaves plentiful.		
	<i>Fuel.</i> —Abundant.		
2	CHU-YE HO	... 9 m.	General direction north. Dense virgin
17 m.	jungle throughout the march without a single open space. Descend the Lo Ho stream, crossing 4 times. At mile 1½, ascend a small tributary on right bank crossing several times and finally following the bed of the stream. At mile 3, cross a small pass, about 8,400 feet, and descend the bed of a small stream to mile 4½, where a large stream (just fordable in May) is crossed, thence ascend another stream crossing		

ROUTE No. 32—*contd.*

or following the bed to mile 6 where a high pass is crossed (about 9,200 feet); thence a long descent to camp at mile 9, crossing the Chu-ye Ho stream 6 times in the last mile, just fordable for laden mules. Track throughout very steep, rocky and slippery if raining.

Camping ground.—In an open patch, the first met since the last camp. $\frac{1}{2}$ mile down stream is a Lisu hamlet of 5 houses.

Water.—Plentiful.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

Supplies.—None.

3	HPI-MAW (P' IEN-MA).	...	7 m.	General direction north. Ascend a tributary on the
---	-------------------------	-----	------	--

24 m.

right bank of the Chu-ye Ho crossing it at $\frac{1}{2}$ mile, thence steep climb to low saddle at mile $1\frac{1}{2}$; descend a small stream to mile $2\frac{1}{2}$ and ascend to another saddle at mile 4. Thence descend to Hpi-maw village at mile 7, crossing a stream 6 times in the last mile, fordable for laden mules. Open country with bare hills or light jungle; narrow track but gradients reasonable. Small camp on left bank of the Hpi-maw stream on a high shelf opposite the village. There is a better camp on the right bank $\frac{1}{2}$ mile above the village, road to which crosses the stream by a substantial wooden bridge.

Camping ground.—In some paddy-fields or on a knoll adjoining them.

Water.—Plentiful.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

Supplies.—Obtainable in small quantities. Lisu village of 30 houses. Military Police Post established in 1912.

Branch 1.

FROM HPI-MAW (P' IEN MA) TO CAMP ON NGAW-CHANG HKA.

By H. G. A. Leveson, Esq., I.C.S.—May 1905.

No. of stage and total distance.	DETAILS.
1 8 m.	CAMP ON THE NGAW-CHANG HKA. ... 8 m. General direction west-north-west. Descend the right

ROUTE No. 32—concl'd.

bank of the Hpi-maw stream skirting the open paddy plain in the first 2 miles. At mile 5 short climb to low saddle and thence descend to the Ngaw-chang Hka at mile 7, and ascend the left bank to camp at mile 8. Country open and hill-sides more or less covered with pine and oak forest; track fair, gradients good.

Camping ground.—In unworked paddy-fields.

Water.—Abundant.

Fuel.—Abundant.

Fodder.—Grass abundant.

Supplies.—Nil.

From mile 5 another road leads north-west to the junction of the Hpi-maw and the Ngaw-chang and thence down the latter to the Lashi villages of Gaw Yawm, etc.

From the camp the road continues up the Ngaw-chang Hka to Tang Tung, Gawlam, Kang Fang, etc., Lashi villages with Lisu hamlets here and there, and thence over the northern watershed of the Upper Ngaw-chang to the Maru country to the north.

- NOTES.—(1) Chinese name for Ngaw-chang is Hsiao Chiang (or Little river)
 (2) Total number of houses in villages on the Upper Ngaw-chang is about 240, all Lashi except about 30 which are Lisu.
 (3) From Hpi-maw a pass leads over the high range to the Salween. Height 10,500 feet. It is usually practicable for mules: the descent to the Salween follows the Ku Tan stream. Chinese name for the Maru country is Lang Su.
 (4) Kang-fang (Toll-house) is the advanced depôt of the Teng-yüeh coffin wood firm.

ROUTE No. 33.

FROM LU-CHANG TO HPI-MAW (P'IEN-MA).

23 miles.

2 stages.

Authority.—

Epitome.—A fair mule track leading from the Salween valley over the watershed to Hpi-maw. The pass is liable to be blocked by snow in the winter.

Camping ground.—At intermediate stage restricted.

Water.—Plentiful.

Fuel.—Plentiful.

Supplies.—Very small.

No. of stage and total distance.	DETAILS.	
1	KU-T'AN HO	... 12 m. From Lu-chang a path leads south-west over the wooded spurs of the main range, to Ku-to at mile 8. Thence descend into the valley of the Ku-t'an Ho (small tributary of the Salween) and ascend it to village of Ku-t'an Ho. Chinese and Minchia population inclined to be unfriendly.
12 m.	<i>Camping ground.</i> —Restricted. <i>Water.</i> —Plentiful. <i>Fuel.</i> —Plentiful. <i>Supplies.</i> —Very small.	
2	HPI-MAW	... 11 m. From Ku-t'an Ho continue the ascent of the valley through thick forest by a narrow ravine up to the summit of the pass over the Salween-Irrawaddy divide at mile 4, height 9,800 feet. The summit is bare. Pass is liable to be blocked by snow but as a rule is open to foot passengers all the winter. Descend by a long direct path through the woods to Hpi-maw a group of 3 Lisu villages.
23 m.		

ROUTE No. 34.

FROM LU-K'OU TO LAN-CHIA-TI (UP THE SALWEEN RIVER).

69 miles.

12 stages.

Authority.—Mr. E. C. Young, December 1905.

Epitome.—The route is up the right bank of the Salween River, sometimes on hills and sometimes in the bed of the river; the formation of the country is extraordinarily steep and difficult and this increases as one goes north. Animal transport cannot be used beyond Chêng-ka, and even beyond Mao-chao the going is so steep and difficult that an advance of 5 or 6 miles is a hard day's work. Limited supplies are obtainable in the Lisu country and the inhabitants are well disposed to Europeans, but north of Ya-ko-wa-ti the reverse is the case.

Camping grounds.—Are rarely to be found.

Water.—Plentiful.

Fuel.—Plentiful.

No. of stage and total distance.	DETAILS.		
1	TÊNG-KÊNG	.. 6 m.	From Lu-k'ou ascend Salween left bank for 2 miles, then
6 m.	cross river by raft ferry. (River is 400 feet wide, 56 feet deep, with swift current) and ascend right bank to Têng-kêng; going is fair.		
Têng-kêng is T'u-ssu headquarters with Yamen, Lisu and Lo Lo population.			
<i>Supplies.</i> —Very limited.			
<i>N.B.</i> —A route goes west from here across the Hpi-maw Pass into the Lang-su or Maru country.			
2	LU-CHANG	... 7 m.	From Têng-kêng ascend Salween right bank, crossing two
13 m.	fordable tributaries by rough footbridges. On crossing the second (2¼ miles) ascend its left bank for ½ mile, and then ascend hills and through woods to Lu-chang. Direction, north. At Lu-chang is T'u-ssu's Yamen. Lo Lo population.		
<i>Supplies.</i> —Limited.			
<i>N.B.</i> —A route from here joins the Têng-kêng route across the Hpi-maw Pass. See Route 83.			

ROUTE No. 34—*contd.*

3 MAO-CHAO ... 12 m. From Lu-chang very steep descent to the Salween (2½ miles); then up right bank through paddy cultivation, crossing tributary by dilapidated footbridge and difficult ford at 4 miles; and then ascend steep mountain through pine wood to Lisu village of Tsa-mi-ti (8½ miles), where cross pass (3,800 feet) and then steep descent to Mao-chao where is T'u-szu's Yamen, Lisu population.

Supplies.—Some obtainable.

4 A-LI-WA-TI ... 6 m. From Mao-chao route goes north, rising and falling steeply and continuously over precipitous hill spurs, and going is difficult and slow; there are no bridges and frequent mountain streams have to be crossed. Numerous small Lisu villages are perched on mountain slopes.

Supplies.—Very limited.

Near A-li-wa-ti a route goes west up ravine to Ch'i-lai-mi above which there is a lofty pass into the Irrawaddy basin, not practicable for animals and liable to be blocked by snow.

5 CHENG-KA ... 5 m. From A-li-wa-ti route continues north along precipitous mountain paths, crossing unbridged streams *en route* to Chêng-ka, a small Lisu village. There is a rope bridge over the Salween here. Height 6,550 feet.

Supplies.—Few.

6 SHU-SHÊ-TI 5 m. 4 f. From Chêng-ka ascend Salween right bank. The going is steep, rocky and difficult, and is now impracticable for animal transport. Several tributary streams have to be crossed by logs or other roughly contrived bridges, at 4½ miles ascend hills to Shu-shê-ti, Lisu hamlet.

Supplies.—None.

7 HSIA-KU-TI 4 m. 4 f. From Shu-shê-ti continue up Salween right bank; going is chiefly on hill side, steep and difficult, and there are several unbridged streams to be crossed. At 3½ mile descend hill side to Hsia-ku-ti which is a large Lisu village.

Supplies.—Some obtainable.

ROUTE No. 34—*concl'd.*

8 YA-KO-WA-TI 4 m. 4 f. From Hisa-ku-ti route

50 m. 4 f. is winding and precipitous. Direction north, over steep hill spurs by overgrown little used path. Several streams have to be forded. There are a few Lisu hamlets. Ya-ko-wa-ti is a single house in steep ravine.

Supplies.—None.

9 TA-TZU-WA-TI 4 m. 4 f. From Ya-ko-wa-ti

55 m. cross steep ridge which divides Lisu territory from that inhabited by independent Lama tribes. Route is steep and mountainous over spurs parallel to the Salween river. Descend to Ta-tzu-wa-ti on right bank.

Supplies.—None.

10-11 LAI-TO-WA-TI ... 8 m. From Ta-tzu-wa-ti
(LA-TU-WA-DE). ascend Salween

63 m. right bank and at once enter an almost impassable gorge 4 miles in length. Here route is over enormous boulders and there is much rock-climbing to be done; it takes two days to get through the gorge and camping ground is unobtainable; some shelter under cliffs however. Probably if time and labour admit a path round the top of the gorge could be made. Beyond the gorge the going improves somewhat, but track is almost indistinguishable and often hard to find. At Ku-to-wa-ti (5 miles), a halmet of four or five houses, is a rope bridge over the Salween. Route continues up Salween right bank to Lai-to-wa-ti, Lama village.

Supplies.—Exist but inhabitants unwilling to sell.

12 LAN-CHIA-TI ... 6 m. From Lai-to-wa-ti

69 m. descend again to river bank; at 1 mile is a rope bridge over Salween. Route continues up right bank, going very bad, overgrown paths or else over boulders in river bed. Numerous good sized Lama villages are dotted about on the mountain sides, usually high up.

Lan-chia-ti is a Lama village of about 30 houses.

Supplies.—A few procurable.

ROUTE No. 35.

FROM TENG YUEH TO TA-LI (HSIEN).

167 miles.

15 stages.

Authority.—Captain Davies, 1895; Captain Murray, 1902; Major Stokes, 1913; Mr. A. E. Eastes, Vice-Consul, Tengyueh, 1918.

Epitome.—This is part of the main Yün-nan trade route. A good mule road mostly paved. The route traverses undulating country to the Shweli river which is crossed by an iron chain suspension bridge, thence over the watershed to the Salween river which is also crossed by a chain suspension bridge. Thence on over bare hilly country to Pao-shan (Hsien) (formerly known as Yung-ch'ang Fu). The Mekong river is crossed by a suspension bridge in stage 7. The country continues hilly, but becomes more fertile as Ta-li Fu is approached.

From Yang-pi there is an alternative route which strikes north and crosses the barrier range, which protects Ta-li Fu from the west, rather to the north of the city: this is not a good road, but was used during the siege of Ta-li Fu, so as to avoid the difficult approach *via* Hsia-kuan.

Camping grounds.—Good except at stages 6, 9, 11, 13 where space is restricted.

Water.—Supply good.

Fuel.—Probably difficult to obtain near the main road, but plentiful in most places, as the forests along the Route are being cut down by the people.

Fodder.—Grazing scarce.

Supplies.—Small, except at stages 5, 8, 14 and 15.

No. of stage and total distance.	DETAILS.			
1	KAN-LAN-CHAI	13 m.	Fair	mule road.
13 m.	Leave Tengyueh by the "East Street" through the southern suburbs, passing under a memorial arch at the entrance to the suburb-village of Man-Ching-ying. From this point the road runs by a fair paved raised stone causeway across the rice-fields to the village of I-pei (miles 3). Immediately after this village begins the steep zigzagged ascent of a bare range of hills till the top is reached 2,000 feet above the plain at 5 miles.			

ROUTE No. 35—*contd.*

Height 7,330 feet. For the next 6 miles the country is undulating with no long ascents or descents and with stretches of level ground. Two or three small streams, tributaries of the Ta-ying Ho, are crossed, and good places to camp can be found on this plateau, but there is no grass in January. At 8 miles the village of Chin-ts'ai-t'ang (six houses) is passed; at 10 miles Kan-lu-ssu (six houses). At 11 miles the descent begins from a height of 6,770 feet by a paved winding road to Kan-lan-chai (4,800 feet) in the Shweli valley, but above the river the paving of the road has become very rough. Village contains 50 houses. Good rest-house for officials.

Camping ground.—Spacious.

Water.—Good.

Fodder.—Good grazing after rain.

Supplies.—Of paddy and straw available.

2 T'AI-P'ING-P'U ... 7 m. General direction east.

20 m. Gradual descent from Kan-lan-chai (4,800 feet) to the Shweli (4,200 feet) at 2 miles, passing the village of Chiang-p'o-t'ou just before crossing it. From the Shweli there is a long steady ascent up to T'ai-p'ing-pu (7,380 feet). The following villages are passed: at $2\frac{1}{2}$ miles Tan-cha-p'o; at $3\frac{1}{2}$ Ta-li-shu; at $4\frac{1}{2}$ Chu-pa-p'u; at $5\frac{1}{4}$ Ssu-t'ung-yen; at $5\frac{3}{4}$ Hsiao-hsi-wan. The country passed through is bare till the road rises to about 6,000 feet, whence it is through tree and bamboo jungle.

Rivers.—At 2 miles Shweli river (called Lung-chiang by the Chinese) from the left, 40 yards wide: rapid current, rocky bottom running between steep banks 100 feet high, except just at the bridge where the left bank is low for 200 or 300 yards, and is commanded by the right bank. Crossed by iron chain suspension bridge 50 yards long with plank roadway, 8 feet wide. (Kan-lan bridge.)

Camping ground.—At T'ai-p'ing-p'u there is a good deal of steep ground, but room can be found to camp. Village contains 12 houses, inhabited chiefly by Mohammedans.

Water.—Good.

Fodder.—No grass, but bamboo leaves can be cut.

Supplies.—Small quantity straw paddy rice.

3 LU-CHIANG-PA ... 11 m. General direction
OR MONG-HKO. east. The road

31 m. goes in a northerly direction by an easy ascent to the village of Huang-chu-yen (six houses) at $1\frac{1}{2}$ miles. Then turns east and ascends more steeply to the top of the Shweli-Salween watershed at $2\frac{1}{4}$ miles (8,900 feet). Here is a road to the right to Lung-ling, and the top of the range

ROUTE No. 35—*contd.*

forms the boundary between the T'êng-ch'ung (Tengyueh) and Pao-shan (Yung-Ch'ang) Districts. From here is a fairly easy descent to the village of Ho-mu-shu (40 houses) at $6\frac{1}{2}$ miles (5,400 feet) passing Hsiang-po-tzu (6,700 feet) at 4 miles. From Ho-mu-shu the descent is very steep till a height of 3,500 feet is reached at $8\frac{1}{2}$ miles, whence there is a gradual slope down to the bridge on the Salween (2,400 feet) at 11 miles. Time for mules, six hours. The plain in which the bridge is situated is called Lu-chiang-pa by the Chinese and Mōng-hko by the Shans. The town of Mōng-hko lies 3 or 4 miles to south of the bridge.

Rivers.—At 11 miles Salween river (called Lu-chiang by the Chinese and Nam-hkong by the Shans) from the left, 100 yards wide, swift current, crossed by iron chain suspension bridge in two spans—western span 70 yards and eastern span 50 yards long. If the bridge is being repaired the river is crossed by raft ferry $2\frac{1}{2}$ miles lower down. No boats in the valley.

Camping ground.—On either bank of river.

Supplies.—Fair quantity obtainable.

NOTE.—Alternative to the last two stages.

No. of stage and total distance.	DETAILS.
2A 21 m. 4 f.	FROM KAN-AN-CHAI TO HSIA-P'ING HO. 8 m. 4 f. This is an alternative by a new road, which is said to be better than the old paved road.

General direction east by south.

Gradual descent from Kan-an-chai, 4,950 feet, to Shweli river, 4,250 feet, at 2 miles, passing village of Chiang-t'ou-p'o. The roads divide immediately after crossing the Shweli, the old one goes south-east, across a small bridge and up through terraced fields, the new one goes directly east up a small *nullah*. The new road is paved for a quarter of a mile from the bridge, and for a mile before the top of the divide is reached. Remainder mostly unpaved, good, fairly graded mule track, steep in parts. The two roads are on quite separate spurs and do not see each other. A steady ascent, with two dips, up an excellent mule road not paved, corduroyed in places, up to the watershed (8 miles, 7,850 feet), then down a small valley to Hsia-P'ing Ho, 7,750 feet, up to about 4 miles, bare hillsides, afterwards jungle. The following villages are passed after crossing the Shweli:—

Shao-wang-chai $1\frac{1}{2}$ miles; Ch'iao-li-chin 2 miles; a small village east of the bridge, where the tolls are taken; Hsiao-chai, 3 miles, a

ROUTE No. 35—*contd.*

small village; Hou-tou-t'ieh, Yan-cha-san 5 miles, $3\frac{1}{2}$ miles, six houses; $6\frac{1}{2}$ miles, two houses, 7,000 feet; small camping ground. The divide is crossed at 8 miles.

Camping ground.—Good.

Water.—Good.

Fuel.—Good.

Fodder.—Good grazing.

Supplies.—Fair quantity.

3A	LU-CHIANG-	10 m. 4 f.	General	direction
	CH'IAO (SAL-		east.	along new
32 m.	WEEN BRIDGE).		track, which leaves	

old paved track at Hsia P'ing Ho. Good mule road, but animals might slip badly after rain; not paved. The road winds north-east through valleys for 1 mile descending gradually, then descends a steep spur into a *nullah*, crossing the main stream twice at about 4 miles (5,000 feet); then along the right (south) side of a gorge descending, but with several ascents to avoid bad ground. Road commanded by heights on opposite side of gorge at 1,200 feet. $5\frac{1}{2}$ miles, Lao-chai, small village, small camping ground; 6 miles Wai-chai, small village in walnut groves. $7\frac{1}{2}$ miles, cross mai stream, 4 yards wide by a wooden bridge, 3,500 feet, and shortly recross; 8 miles, end of gorge, 3,150 feet, old paved road comes in from right, then cross stream by arched bridge 30 feet span. $8\frac{1}{2}$ miles, Man-lu, Shan village; good camping-ground. Height of river 2,300 feet; of high ground above bank 2,600 feet.

Camping ground.—Good, on right bank.

Fodder.—Good grazing.

Supplies.—A certain amount obtainable.

4	P'U-P'IAO	... 15 m.	General	direction
			east-north-east.	
46 m.			Good	mule road.

The road is nearly level for $2\frac{1}{2}$ miles; it then crosses Liu-wan Ho at mile 3 by stone-arched bridge, approaches to which are very steep, and begins a very gradual ascent of the valley of the stream just crossed, although average gradient is moderate, the going is very bad, as track is badly paved. At $6\frac{1}{2}$ miles, Liu-wan (two houses) is passed and at 6 miles Ta-pan-ch'ing (30 houses), height 4,450 feet. From here the valley broadens out to a width of $\frac{1}{4}$ mile with bare hills rising 400 or 500 feet above the road on each side of it till the highest point is reached at $8\frac{1}{2}$ miles (4,850 feet), an ascent of about 2,400 feet from the bridge, but the whole of it very easy. Down hill a little to Fang-ma-ch'ang, a scattered village containing altogether 60 or 70 houses. Here is room for a good camp.

ROUTE No. 35—*contd.*

An alternative route to Pao-shan (Yung-ch'ang) branches off from here through Hun-shui-t'ou and a little to the north of P'u-p'iao. It is slightly shorter than the P'u-p'iao route, but the hills are steeper. It is impassable in the rains owing to the bad state of the road.

The P'u-p'iao route, which has hitherto gone north-east, now winds round the bare hill-side to the east ascending to 5,000 feet at 12 miles and descends gradually into the P'u-p'iao valley, which is 3 miles long and 2 miles broad, all cultivated and full of villages. The main village is in the middle of the plain and contains 150 houses.

Rivers.—At $2\frac{1}{2}$ miles stream from the left (16 yards by 8 inches); crossed by stone mule-bridge, 20 yards long.

At 15 miles P'u-p'iao Ho from the right (10 yards by 1 foot) crossed by wooden bridge on stone piers.

Fodder.—A little grass.

Supplies.—Good supplies of meat, beans, paddy, rice and straw.

5	PAO SHAN (HSIEN) 15 m.	Good mule road across
	(YUNG-CH'ANG).	the P'u-p'iao plain
61 m.		for a mile and then

gradually up a long ascent which winds up a bare hill-side, ascending to 6,700 feet at $5\frac{1}{2}$ miles, descending to 6,000 feet at Lan shni ch'ing at 6 miles, and rising to 7,000 feet at 7 miles.

From the top the road descends at first gradually, leaving a precipitous peak which rises 1,500 feet above the road to the north. At mile 9 Hao-tzu-pu (10 houses) 6,400 feet and another small village at mile $9\frac{1}{2}$. From here the descent is steeper finally going down a narrow gorge to A-shih-wo at mile 11; thence north up the plain to the walled town of Pao-shan (Yung-ch'ang) 5,600 feet; at $13\frac{1}{2}$ miles there is a lake 500×300 , just west of track. The town is in a plain 15 miles by 5 and is built at the foot of the hills on the west of the plain.

Camping ground.—Large.

Water.—Plentiful.

Fuel.—Ample.

Fodder.—Scarce.

Supplies.—Large of all kinds.

Pao-shan (Yung-ch'ang) is the Head-quarters of the Pao-shan District Magistrate. Inside the walls of the Town are a Post Office and Telegraph Office.

6	TA-LI-SHAO	... 13 m.	General direction
			north-east. Good
74 m.			mule road. The

road leaves Pao-shan (Yung-ch'ang) by the most easterly of the north gates and goes up and across the plain, passing through

ROUTE No. 35—*contd.*

several villages and crossing the Hua-ch'iao Ho at the village of Pan-ch'iao at 5 miles. At 7 miles, at the village of Wu-lu-i, the road begins to go gradually up a bare hill to Kuan-p'o (6,300 feet) at 9 miles, whence the ascent becomes steeper, passing the guard-house of Niu-ko-kuan (7,300 feet) at 10 miles and thence going up the bed of a small stream to the top of the range at 7,800 feet which is reached at 11½ miles. Here there is camp space for a Brigade in a hollow in the hills. A stream runs close by. From here there is a little level going and thence a slight descent to Ta-li-shao (8 houses). Height 7,200 feet.

Rivers.—At 5 miles Hua-ch'iao Ho from the left (15 yards by 2 feet), crossed by wooden bridge, 10 feet wide.

Camping ground.—Bad, see note.

Fodder.—None.

Supplies.—None.

N.B.—It would be better to camp at Shui-chai, 15½ miles from Yung-ch'ang. If this march is considered too long, it might be done in two stages by halting at Pan-ch'iao or Wu-lu-i. It would be impossible for a large force to camp near Ta-li-shao owing to precipitous slopes of hills.

7	SHA-YANG, OR ... 10 m. General direction
84 m.	SHA-MU HO. north-east. Down the Ta-li-shao valley

for 2 miles, and then turn to the left through a gap in the spur into another little valley with the scattered village of Shui-chai at 2½ miles. This valley is left by a narrow gorge, which at 4 miles (5,850 feet) becomes very steep with precipitous crags on each side. The road is zigzagged, and at 5 miles leaves the gorge and turns more northward by a somewhat more gradual slope through the village of P'ing-p'o (20 houses) to the Me-kong, which is crossed at 6 miles (3,900 feet). From here is a very steep zigzagged ascent till 5,450 feet at 7½ miles. From here a steep descent to the village of Ta-wan-tzu (40 houses; 4,650 feet) at 8½ miles. At 9½ miles the Sha-mu Ho is crossed, and from here is a short steep ascent and a slight descent to Sha-yang, a long village of 200 houses. Height 4,800 feet.

Rivers.—At 6 miles, Mekong river (called Lan-ts'ang-chiang by the Chinese) from the left, from 80 to 100 yards wide; sandy and rocky bottom; moderate current with occasional rapids; steep banks rising from the river to 1,500 or 2,000 feet; crossed by bridge 65 yards long, supported by 12 iron chains with plank roadway 8 feet wide. On the right bank (west) of river there is no space to park Transport waiting to cross, and very little room on left bank. Only 2 animals at a time are allowed on the bridge, hence, if a force uses this route, transport should be parked near P'ing-p'o on right bank, and on top of ascent on left bank. Signallers

ROUTE No. 35—*contd.*

would be required to assist in controlling the stream of traffic. At the bridge the river is 60 yards wide. At $9\frac{1}{2}$ miles Sha-mu Ho from the right (10 yards by 2 feet); very rapid current; crossed by 3 arched stone mule-bridge.

Camping ground.—Spacious.

Water.—Good.

Supplies.—Fair.

8 CH'U-TUNG ... 13 m. General direction
north-east. From
97 m. Sha-yang (4,800
feet) the steep ascent of a bare range of hills, begins at once till 6,870 feet is reached, at 3 miles, angle of ascent 15° to 20° . There is no grading; track runs straight up spur; then less steep along the hillside to 5 miles, and another steep bit up to the top (8,170 feet) at $5\frac{1}{2}$ miles to the guard-house of T'ien-ch'ing-t'an. From there is a steep and rocky descent to Hua-ch'iao (slope $12''$ to $15''$) (40 houses) at 8 miles, and then a more gradual descent crossing a small stream several times till the lowest point (5,800 feet) is reached at $9\frac{3}{4}$ miles near the village of T'ieh-ch'ang (20 houses) in a narrow valley. Between 8 and $9\frac{3}{4}$ miles the going is good. Paving is here covered with earth and road has a good camber. No drains exist, however, and rain would therefore wash off the earth. From here is a fairly easy ascent through fir forest much of which has been cut or burnt to the top of a spur (6,400 feet) at 11 miles and a steep rocky descent at 16 feet down a gorge to the Yung-p'ing valley at 12 miles (5,700 feet). From here the road skirts the foot of the hills and, crossing a small stream, bends round to Ch'ü-tung (600 houses). Height 5,260 feet. Inhabitants chiefly Mohammedans.

Rivers.—From 8 to $9\frac{1}{2}$ miles Hua-ch'iao Ho crossed six or seven times (5 or 6 yards by 10 inches). At $12\frac{1}{2}$ miles stream from the left (10 yards by 1 foot).

Camping ground.—At foot of hills.

Water.—Good.

Fodder.—None.

Supplies.—Good.

9 SHA-SUNG-SHAO 10 m. General direction
north-east. The
107 m. road leads across
the valley for 2 miles, crossing the Yung-p'ing stream at $1\frac{1}{4}$ miles, leaving Yung-p'ing $1\frac{1}{2}$ miles to the left. It then goes up the left bank of a stream running up a narrow side valley, crosses the stream at 3 miles, and ascends a little on to a spur, which it follows till a height of 6,700 feet is reached at 6 miles. From here it descends

ROUTE No. 35—*contd.*

a little almost to the level of the small stream and goes gradually up the valley with a little bit of steeper ascent at the end to the village of Sha-sung-shao (12 houses). Height 7,340 feet. The road is nowhere very steep, but is bad owing to the stones with which it is paved.

Rivers.—At $1\frac{1}{4}$ miles Yung-p'ing Ho from the left (20 yards by $1\frac{1}{2}$ feet); rapid current.

Camping ground.—Indifferent.

Water.—Good.

Fodder.—Scarce and bad.

Supplies.—None.

N.B.—A new road leaves the valley at 2 miles, ascends a spur (south of old road), gradually to 3 miles, rises steeply (15°) for $1\frac{1}{2}$ miles and then less steeply. At 8 miles 8,100 feet is reached, at $8\frac{1}{2}$ miles 7,980 feet, at 9 miles 8,300 feet, and at $9\frac{1}{2}$ miles 7,800 feet, at $10\frac{1}{2}$ miles 8,500 feet, Ch'a-k'ou-ti (8,400 feet) is reached at 11 miles. Thence road ascends and descends reaching 7,400 feet at $12\frac{1}{2}$ miles, level thence to $13\frac{1}{2}$ miles, descending to 6,500 feet at P'ei-t'o-p'o, 15 miles. Distances approximate only. From P'ei-t'o-p'o the road descends gradually through pine woods to the Huang-lien-p'u Ho (5,400 feet) at 6 miles, then ascends to Huang-lien-p'u village (5,500 feet) at $6\frac{1}{2}$ miles. Here it joins stage 10.

10 HUANG-LIEN-P'U 10 m. General direction
east-north-east.

117 m. Ascend a narrow valley to the village of Tien-ch'ing-p'u (six houses and a small inn) at 2 miles (8,100 feet). Thence descend gradually passing Wan-sung-an (6 houses and a ruined temple) at $3\frac{1}{2}$ miles. Thence steep descent (but unpaved road) through pines, passing P'ei-t'o-shao (22 houses, 6,440 feet) at $5\frac{1}{2}$ miles; from here fairly level to 7 miles, then ascend again, steeply at first and then more gradually, to Chiao-ko-shan (1 house) at 8 miles. The road then turns northward for a few hundred yards past a temple on a small conical hill to right of road, crosses into another valley and descends steeply in a south-easterly direction until the Huang-lien-p'u Ho is crossed at 9 miles. Down the left bank of this stream by a nearly level road some way above the stream, to Huang-lien-p'u (30 houses and an official rest-house) on a steep hill-side.

N.B.—At Huang-lien-p'u is the only intermediate Telegraph Office between Pao-shan (Yung-ch'ang) and Tali (Hsien), except that at Hsia-kuan.

Rivers.—At 9 miles the Huang-lien-p'u Ho from the left (7 yards by 1 foot) flowing in a channel 15 yards wide, crossed by a single arch stone bridge.

Camping ground.—Small flat space $\frac{1}{2}$ mile short of the village.

Fodder.—None.

Supplies.—None.

ROUTE No. 35—*contd.*

11 T'AI-P'ING-P'U ... 10 m. General direction
 (7,400'). north-east. Down
 127 m. the valley of the
 Huang-lien-p'u Ho until its junction with the Shun-pi Ho at $\frac{1}{2}$ mile
 (the latter river here making a sharp bend back round a spur),
 then in a northerly direction along the hillside above the right bank
 of the Shun-pi Ho, descending gradually to the suspension bridge
 at 3 miles (5,000 feet approximate). Thence the road turns up-hill
 in a north-easterly direction, still up the Shun-pi valley, through
 pine jungle to Ta-shao-kou at $4\frac{1}{2}$ miles. For $1\frac{1}{2}$ miles from bridge,
 ascent is steep and rough. Thence fairly level to village of Niu-
 p'ing-p'u (10 houses, 5,700 feet) at $5\frac{1}{2}$ miles. Thence ascend rather
 steeply through pine jungle to $6\frac{1}{2}$ miles (6,700 feet), road then runs
 along the top of a spur; ascend more gradually and through open
 country to Tou-p'o-shao (3 houses), at 8 miles. Thence descend
 gradually along a bare hill-side to T'ai-p'ing-p'u a village in 3 parts,
 through 2 parts of which the road runs, a slight ascent to the furthest
 part in which is a good official rest-house. Village on a steep hill-
 side containing altogether 30 houses under a Hsün-Kuan. Very
 little room to camp.

Rivers.—At 3 miles Shun-pi Ho from the left (30 yards by $2\frac{1}{2}$
 feet in March-May), easy current. Fordable anywhere from $\frac{1}{2}$
 mile to the bridge. Crossed by suspension bridge, made with 8
 iron chains fastened into stone piers on each bank. Above and below
 the bridge the river is from 50 to 80 yards wide. Hills come down
 to the river on both sides, no level ground.

Camping ground.—Restricted.

Fodder.—None.

Supplies.—Very scarce.

12 YANG-PI ... 10 m. General direction
 north-east starting
 137 m. from the upper
 village of T'ai-p'ing-p'u. The old road starts from the lower village
 and the two meet at the Yung-pi bridge. The road being new is
 is not paved anywhere and is therefore good. From upper T'ai-
 p'ing-p'u (7,400 feet) up steadily along the side of spur till 8,000
 feet is reached at 1 mile. From here nearly level road following
 up a valley, which gradually narrows and passing Ch'ang-lin-kuan
 (8 houses) at $2\frac{1}{2}$ miles and Ta-p'in-ti (8 houses) at 3 miles till
 the top of the range is reached at the small fort of Ta-lan-pa at
 5 miles (8,350 feet). Between 1 mile and $4\frac{1}{2}$ miles road is a narrow
 path, up and down; it improves at $4\frac{1}{2}$ miles and runs through a
 wood to 5 miles. There is fairly thick jungle near the top of the
 range, but at Talan-pa is some open ground and room for a camp.

ROUTE No. 35—*contd.*

From here the road goes gradually down a spur, passing the guard-hut of Hsiao-lin-p'u at 6 miles and turning rather sharply eastward at $6\frac{1}{2}$ miles, but still keeping on the same spur till at $8\frac{1}{2}$ miles 6,300 feet is reached. From here is a very steep descent of 1,000 feet in a mile and a few hundred yards of level ground to the bridge which crosses the Yang-pi Ho. Upper Yang-pi is just across the river. Town surrounded by loopholed wall 10 feet high now broken down in many places. Height 5,150 feet. Upper Yang-pi contains 100 houses and Lower Yang-pi 130 houses.

N.B.—During the dry weather caravans go sometimes up the bed of the Shun-pi Ho as far as the bridge; this road is nearly level, good going, and much shorter than the road above the bank which makes several bends round *nalas* running down to the river; the stream however is crossed about 7 times as the channel winds from one bank to the other.

Rivers.—At 10 miles Yang-pi Ho from the left; 50 yards wide about 5 feet deep: rapid current. Crossed by bridge of eight iron chains supporting wooden roadway; bridge 45 yards long, and 7 feet wide, commanded by the town, which is built right on the bank of the river, but on rising ground 30 or 40 feet above the level of the river.

Camping grounds.—Spacious.

Supplies.—Fairly good.

13	HO-CHIANG-P'U	12 m.	General direction
149 m.	(5,050').		south-east. Fairly level road, good up to 3 miles and from here rough pavement, rocks, or loose stones. The road goes through Lower Yang-pi down the left bank of the Yang-pi Ho, crossing the Hsieh-yen Ho at $\frac{1}{2}$ mile, round bare grassy hills, but whether paved or unpaved is very bad going. At 3 to 4 miles the valley opens out to a breadth of about 1 mile. Here is the village of Mach'ang in 3 bits (30 houses). The valley then narrows again, the river here flowing in a very rocky channel, with a very strong current. The road then rises rather above the river passing Sha-kuo-t'sun (8 houses) at 5 miles. At $6\frac{1}{2}$ miles cross the Chin-niu Ho and rise a little steeply to village of Chin-niu-to at $6\frac{1}{2}$ miles (30 houses and a large temple). At $8\frac{1}{2}$ miles is a foot bridge of twisted cane across the Yang-pi Ho. At 9 miles village Chi-yi-p'u (5 houses). At $9\frac{1}{2}$ miles, descend, and cross a stream by stone bridge at 10 miles, thence ascend rather steeply crossing a small side valley and rising again to village Pin-p'o at $10\frac{1}{2}$ miles (40 houses). Below village is a foot bridge of twisted cane across the Hsia-kuan Ho. From here the road makes a sharp turn to the east up the valley of the Hsia-kuan Ho, a tributary of the Yang-pi Ho, and goes along the hill-side to the village of Hó-chiang-p'u (35 houses). The village is built on a steep hill-side.

ROUTE No. 35—*contd.*

Rivers.—At $\frac{1}{2}$ mile, Hsieh-yen Ho from the left (12 yards by 1 foot) crossed by single-arch stone bridge.

At $6\frac{1}{4}$ miles, Chin-niu Ho from the left (15 yards by 1 foot) crossed by single-arch stone bridge.

At 10 miles, stream from left (10 yards by 1 foot) crossed by single-arch stone bridge.

Camping ground.—There is a good place for a camp just beyond the village of Pin-p'o, otherwise very little room.

Fodder.—Grazing scarce.

14 HSIA-KUAN ... 10 m. General direction
east. Road level
159 m. for 2 miles, then

ascends from 5,600 feet to 7,000 feet. The first half mile of ascent is very steep. At about $5\frac{1}{2}$ miles, it begins to descend and at $6\frac{1}{2}$ miles reaches 6,800 feet, here rejoining river. Follows up the right bank of the Hsia-kuan Ho, passing the village of Hsiao-ho-chiang at $\frac{3}{4}$ mile and crossing the Hsia-kuan Ho by a bridge called Ssu Shih Li-ch'iao, at $1\frac{1}{2}$ miles. From here the road, still level, goes up the left bank, passing Mao-ts'o-chao (15 houses) at $2\frac{1}{4}$ miles, til at $2\frac{1}{2}$ miles it makes a sharp turn to the right and goes up a side valley for 300 or 400 yards and then makes a sharp turn to the left, and ascends a few hundred feet steeply. From here it continues by a road cut out of the side of the hill with the stream some way below it, passing Shih-ch'ien-shao (3 houses) at 5 miles, and descending to the level of the stream (6,400 feet) at 8 miles at Lien-ch'ang-p'u (10 houses). From here onwards the road is not much above the level of the stream. At Lien-ch'ang-p'u is a footbridge across the stream made of canes twined together. Here the valley narrows in, and at 9 miles the Hsia-kuan gate is passed, the roads on both sides of the stream passing through a brick and stone arch, the gorge here being about 50 yards wide for 500 yards with precipitous sides and the stream at the point where the gate is, being 3 yards wide. The going is very bad throughout. On the right bank there is also a small stone block house (30 yards by 40 yards) and from this block-house a stone wall extends along the right bank of the river to the town of Hsia-kuan. The gate would be very effectual for stopping a force which advanced by the road, but as the hills on either side are only precipitous for about 500 yards, there would be no difficulty in turning up the hill on either side before reaching the gate and coming down on it from above, taking the wall on the right bank in reverse. The block-house and wall are not kept in repair. From the "gate" the valley rapidly opens out and a level road leads up the stream to the town of Hsia-kuan (1,000 houses), which has a wall round the south side of it. (See "Gazetteer.")

ROUTE No. 35—*contd.*

The road described is the regular road, but there is also a path leading up the right bank of the Hsia-kuan Ho the whole way. The hills which run down either side of the stream are bare or thinly covered with scrub jungle. They are very steep but accessible except in a few places.

Rivers.—At $1\frac{1}{2}$ miles Hsia-kuan Ho, from the left: very rapid current crossed by wooden bridge on stone piers, 25 yards long.

Camping ground.—Spacious.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Ample.

Supplies.—Large quantities obtainable.

15 TA-LI (HSIEN) ... 8 m. General direction
16 m. north. The main road is almost level,

but paved with worn stone slabs throughout nearly its whole length, and exasperatingly slippery. This road goes along high-lying ground about a mile from the foot of the hills on the west, with the lake lying from 1 to $1\frac{1}{2}$ miles to the east. The ground between the road and the lake is cultivated and full of villages but nearer the foot of the hills it is rocky, not cultivated, and used chiefly as a burial-ground. There is another road, nearer to the western shore of the Ta-li lake passing through several villages. The surface of this road is much better, but it is from two to three miles longer. The town of Ta-li with suburbs, contains some 4,000 houses; it is surrounded by a 4-square wall, 30 feet high. Ta-li is the Headquarters of a District Magistrate, and of the 2nd Yunnan Infantry Brigade (Regular Army), under a Brigadier-General. There are Post and Telegraph Offices inside the town.

Camping ground.—Spacious.

Supplies.—Large quantities obtainable.

Water.—Abundant.

Fuel.—Plentiful.

Fodder.—Ample.

Alternative to last 3 stages.

Alternative to stages 13 and 14.

13A CAMP ON A ... 14 m. 4 f. General direction
STREAM. north-east. Fair
151 m. 4 f. mule path narrow
and rocky in places. Leaving Yang-pi, upper town, the road runs up the Yang-pi valley along the left bank of the river, a narrow and roughly paved path. At 2 miles pass the village of Mo-shih-ch'iang in several bits. At $2\frac{1}{2}$ miles cross a side valley and small stream

ROUTE No. 35—*contd.*

and turn in a north-easterly direction up the side of this valley, the stream here flowing in a succession of small waterfalls. Then level, about 100 feet above the Yang-pi, through the village of Ta-p'u-tzu (30 houses) at $3\frac{1}{2}$ miles. Thence a short but steep and rocky descent into another small side valley, crossing a stream at $3\frac{1}{2}$ miles; then ascend across a narrow ridge and descend again into a broad bay of the Yang-pi valley to another bit of Ta-p'u-tzu village. At 5 miles cross a river bed (dry in March). At 6 miles is village of Shan-p'u-lou. At 7 miles another dry river bed is crossed at its junction with the Yang-pi, thence the path ascends and winds round the side of a wooded spur and above the Yang-pi to the village of Hsiao-ho-tung in 2 bits, the first bit (6 houses) at $9\frac{1}{2}$ miles. Thence descend to a small stream and to the remainder of Hsiao-ho-tung village at 10 miles, (6,000 feet). Ascend a little to Lan-tsang village (6 houses) at $10\frac{1}{2}$ miles. Thence level to Mei-ti-kai at 11 miles, (8 houses, 6,100 feet). Camping grounds in fields outside the village, fair grazing (in March) but small supplies. Ascend slightly from the village and then level along the hill-side above a small stream flowing into the Yang-pi which now flows from a more northerly direction. At $11\frac{1}{2}$ miles is Ta-shui-tan, (4 houses) thence zig-zag very steeply up a spur behind the village in a south-easterly direction to San-kan-tien (4 houses) at $12\frac{1}{2}$ miles (7,200 feet), then in a north-easterly direction again through pines, ascending gradually to 7,550 feet. Descend again gradually through a narrow gorge with precipitous sides above the left bank of a stream, the path here being very narrow and rocky in places, with a precipitous cliff above it and deep *khud* below. The level of the stream is reached at $14\frac{1}{2}$ miles, height 7,250 feet.

Rivers.—At $3\frac{1}{2}$ miles, stream from right (15 yards by 1 foot) rocky bed, crossed by single-arch stone bridge.

At $9\frac{1}{2}$ miles, stream from right (10 yards by 1 foot) in rocky channel crossed by single arch stone bridge.

At $14\frac{1}{2}$ miles, stream from right (10 yards by 2 feet) in rocky channel crossed by rough wooden bridge of felled trees.

Camping ground.—On some level ground beyond the bridge and on a flat spur above it.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—None.

14A WA-CH'IAO ... 15 m. 4 f. General direction east. Steep and

167 m. narrow mule-path. Cross the stream and ascend very steeply up the other side of the valley to 1 mile (8,450 feet), cross a narrow ridge into another deep

ROUTE No. 35—concl'd.

and narrow valley still ascending, and then recrossing into the former valley. Thence very steeply up a bare grassy ridge, strewn with large black boulders till the highest point is reached at $4\frac{1}{2}$ miles (10,050 feet). Thence a fairly level and good path along the ridge to $5\frac{1}{2}$ miles. (In March a little snow lies in drifts.) Thence a very steep and rocky descent begins, through stunted bamboo jungle and rhododendrons, reaching a level valley or plain running almost due east and west at $7\frac{1}{2}$ miles (the Wa-tien plain). Good camping ground here (if the weather is moderate) but commanded by surrounding hills. Good water and fair grazing (in March), supplies nil. Thence down the valley in an easterly direction, the descent at first being gradual and then rather steeper and winding round spurs covered with low scrub to $10\frac{1}{2}$ miles. From here a very steep descent to the Ta-li plain which is reached at 12 miles. Thence level down the plain in a south direction past numerous villages to Wan-ch'iao (one small inn and about 50 houses).

Camping ground.—As the plain is so cultivated and full of villages it would be difficult to get good camping grounds or grazing.

Supplies.—Plentiful from surrounding villages.

15 TA-LI (HSIEN) ... 5 m. General direction
south. Level but
172 m. slippery paved
road all the way, through and past numerous villages, and about $\frac{1}{2}$
mile to 1 mile from the foot of the hills on the west and 3 miles from
the lake on the east.

N.B.—Chinese travellers and caravans ordinarily make the journey from Tengyueh to Ta-li (Hsien) in 12 stages.

ROUTE No. 36.

FROM TA-LI (HSIEN) TO YÜN-NAN FU.

228 miles.

21 stages.

Authority.—Captain H. R. Davies, 1899, Major E. B. Stokes, 1913, Mr. A. E. Eastes, Vice-Consul, Tengyueh, 1918.

Epitome.—One of the most important trade-routes in the province.

The road is a well-paved, good mule-road passable for mounted troops, but the paving is bad in parts.

The country on either side of the road is cultivated and unsuited to mounted troops. Only troops mounted on ponies accustomed to Chinese paved roads could use the road mounted.

The first six stages are level or over undulating country, and in the 7th, there is an ascent to 8,100 feet, followed by descent to the Chên-nan river, which is crossed in stage 9. The next three stages are fairly level, and the road then crosses hilly fir-covered country, descending to the Ho-hsi plain in stage 14; another range now intervenes, and the road descends to the Lu-fêng plain in stage 16. Thence the road passes over undulating country, bare for the most part, to the plain of Yün-nan Fu.

Camping grounds.—Good except at stage 15.

Water.—Good.

Fodder.—Poor grazing.

Supplies.—Good at stages 1, 3, 8, 9, 11, 13, 16, 19 and 21; otherwise small.

No. of stage and total distance.	DETAILS.		
1	FENG-I-HSIEN (CHAO CHOU)	15 m. 4 f.	General direction south to Hsia-kuan, thence east.
15 m. 4 f.	Down the Ta-li Fu plain by a level but exasperatively paved road to Hsia-kuan. (Miles 8. See Route 35, stage 18.) Thence along the Chao Chou plain by level road (mostly paved, with bad stretches where unpaved) passing Chiu-p'u at 10 $\frac{3}{4}$ miles, and Yang-ch'ang-yung at 13 $\frac{1}{4}$ miles. The gate of the new city of Chao Chou is entered at 15 $\frac{1}{2}$ miles and of the old city at 15 $\frac{3}{4}$ miles. The town is nearly all in the "old city," the new city, formerly consisting chiefly of gardens is now well built over. Height 6,775 feet.		

ROUTE No. 36—*contd.*

Rivers.—At $7\frac{1}{2}$ miles Hsia-kuan Ho, crossed in two branches, 50 yards \times 20 yards wide. Good stone mule-bridges.

Camping ground.—Spacious.

Fodder.—Grazing scarce.

Supplies.—Large.

2 HSHIAO-SHAO 8 m. 4 f. General direction south-east. Level

24 m. road all the way up the Chao Chou valley passing several villages. At 2 miles the Po-lo Ho is crossed. At $3\frac{1}{2}$ miles is Chao-chuang. At $4\frac{1}{2}$ miles Hsin-p'u-t'ang. Hsiao-shao contains 25 houses. Height 7,100 feet.

Rivers.—At 2 miles Po-lo Ho, from the left (12 yards \times 1 foot).

Camping ground.—In fields.

Water.—Good.

Fodder.—Grazing scarce.

N.B.—This and the next stage being chiefly level going, can be done in one day pretty easily by loaded mules.

3 HUNG-AI ... 8 m. General direction south-east. A

32 m. gradual ascent up a gradually narrowing plain till Hsin-ch'iang is passed at $1\frac{1}{2}$ miles. From here the ascent continues till the top of a low range is reached at Ting-hsi-ling at $3\frac{1}{2}$ miles (7,700 feet). From here down a narrow gorge by a badly paved road, crossing the stream in the gorge four times, the fourth time at the village of Ch'iao-tou-shao at $6\frac{1}{2}$ miles (6,400 feet), and reaching the plain at $6\frac{3}{4}$ miles. Thence level to Hung-ai (200 houses). Height 5,950 feet.

Rivers.—Small stream, 1 to 3 yards wide, crossed four times. Third and fourth crossing at mile $5\frac{1}{2}$ and $6\frac{1}{4}$ by stone-bridges 10 yards long, the stream here running in a steep-sided gorge.

Camping ground.—Large. An official rest-house and several inns and temples.

Supplies.—Good.

Fodder.—Grazing scarce.

4 KOU-TS'UN- ... 12 m. 4 f. General direction east. Across the

44 m. 4 f. Hung-ai plain till at the village Hsiao-tung-ts'un at $2\frac{1}{2}$ miles the road crosses the end of low spur to Chiang-mai-p'u at $4\frac{1}{2}$ miles, (5,900 feet) 12 houses. From here up hill till the top of a spur is reached at 5 miles (6,600 feet). Here is the boundary between Chao Chou and Yün-nan Hsien. From here nearly level along the side of the hill and then very gradually up the valley of a small stream till the top of the

ROUTE No. 36—*contd.*

range is reached at 7,100 feet at $7\frac{1}{2}$ miles. Thence a steady descent passing I-chiang-p'u at 8 miles and going down the valley of a small stream, crossing the stream by the Wan-nien-ch'iao bridge at $10\frac{1}{2}$ miles. Here the road bifurcates, one branch leading to Yünnan (Hsien), the 2 branches meeting again at the top of the ascent just short of mile 11. A low spur is crossed at 7,000 feet and the Yün-nan Hsien plain is reached at 11 miles at the village of Ch'ing-hua-tung (6,850 feet). From here level across the plain to Kou-ts'un-p'u (40 houses). Height 6,800 feet.

Camping ground.—Spacious.

Water.—From wells, and large pond for animals.

Fodder.—Grazing scarce.

Supplies.—Fair.

5 MU-PANG-P'U ... 14 m. General direction east-south-east.

58 m. 4 f.

Road practically level along the Yün-nan Hsien plain past a large lake 1 mile long and $\frac{1}{2}$ mile broad on the left, and passing Shai-chin-p'o at $2\frac{1}{2}$ miles. The plain is left at 3 miles, and the road goes through valleys, among very low hills, with small cultivated valleys leaving Pê-shih-nai on the right, and passing Pan-ch'iao at 5 miles, and Kao-kuan-p'u (100 houses) at $7\frac{1}{2}$ miles. At 9 miles is a very slight descent to Yün-nan-yi (6,700 feet) (100 houses), a bazar village. Here is a good camp, and fairly large supplies. From here across a cultivated plain, 12 to 15 miles long and 6 to 8 miles wide, full of villages and small lakes to Mu-pang-p'u, which is at the foot of the hills at the east side of the plain, and contains 60 houses and a very large temple. Height 6,775 feet.

Water.—From wells.

Fodder.—None.

Supplies.—Fairly good.

6 P'U-PENG ... 12 m. 4 f. General direction east-south-east.

71 m.

From Mupang-p'u (6,775 feet) the road rises to 7,650 at $1\frac{1}{2}$ miles. From here the road from $1\frac{1}{2}$ miles runs along a ridge between 2 valleys, to which numerous spurs run down from the Ridge. The road is level in stretches but gradually descends, passing An-nan-kuan (7,300 feet) (6 houses) at $5\frac{1}{2}$ miles, Shui-p'ang-p'u (7,200 feet) (6 houses) at $6\frac{1}{2}$ miles, Chin-chi-t'ang (1 house) at $8\frac{1}{2}$ miles. At 9 miles a stone on the left of the road marks the boundary between the districts of Yün-nan Hsien and Yao Chou. At 10 miles Sha-sung-wan (6 houses) is passed, and from here the road descends gradually till a small stream is crossed at $12\frac{1}{2}$ miles (6,900 feet).

ROUTE No. 36—*contd.*

From here is a slight ascent to P'u-peng (60 houses). Height 7-175 feet. Generally the road is good, but there are bad stretches.

Camping ground.—Spacious.

Fodder.—Grazing scarce.

Supplies.—Small.

7 T' IEN-SHÊNG- 8 m. 2 f. General direction
T'ANG. east. The stage

79 m. 2 f.

begins with a gradual ascent to 7,650 feet at $1\frac{1}{4}$ miles. Thence nearly level, and afterwards gradually down to where a small stream is crossed at $3\frac{1}{2}$ miles at the village of P'u-ch'ang Ho (15 houses, 7,100 feet). Thence up the valley to $3\frac{3}{4}$ miles, and then up, over undulating bare country, till the highest point is reached at $7\frac{1}{4}$ miles at 8,100 feet. From here down a little to T'ien-shêng-t'ang (15 houses, 7,625 feet).

Camping ground.—In fields.

Water.—Good.

Fodder.—None.

Supplies.—Small.

8 SHA-CH'IAO 12 m. 2 f. General direction
south-east. An

91 m. 4 f.

ascent till 8,100 feet is reached at $1\frac{1}{4}$ miles, thence very gradually down a narrow valley to Ying-wu-kuan at $2\frac{1}{4}$ miles. Here the road crosses to another narrow valley, which it descends very gradually, passing Tso-li-pu (8 houses) at $4\frac{1}{2}$ miles, Ta-fu-ssu (8 houses) at $6\frac{1}{4}$ miles, Hsin-p'u-t'ang (6 houses) at $9\frac{1}{4}$ miles, Chun-tsui-tzu at 10 miles. Here the valley widens out to nearly $\frac{1}{2}$ mile, and is well cultivated. Sha-ch'iao contains 270 houses. Height 6,500 feet.

Camping ground.—In fields.

Water.—Good.

Fodder.—Grazing scarce.

Supplies.—Fairly good.

9 CHÊN-NAN ... 10 m. General direction
(HSIEN). east-south-east.

101 m. 4 f.

Road nearly level, and good going. It follows down the same small stream as the last stage, crossing it at Mao-chia-pan-ch'iao (10 houses) by a stone bridge (6,450 feet) at 2 miles. At $3\frac{1}{2}$ miles the road leaves the valley and ascends slightly, passing the Ch'a-fang-ssu temple at 4 miles, the village of Tu-p'an (12 houses) at 5 miles, in a small valley, and Hung-t'u-mên in another small valley, the edge of which the road follows down till the Chên-nan plain is reached at the village of Ling-kuan-ch'iao at 8 miles. Here the Chên-nan river is crossed,

ROUTE No. 36—*contd.*

and the road goes down the north edge of the plain to the town. Town contains 500 houses, and is surrounded by a brick wall.

Rivers.—At 8 miles Chên-nan river, from the left, 30 yards wide, 2 or 3 feet deep. Very slow current. Crossed by three arched stone bridge.

Camping ground.—Large

Water.—From wells or from the river.

Fodder.—Grazing scarce

Supplies.—Fair.

10 LI-HO-KAI ... 7 m. 2 f. General direction
east-south-east.
108 m. 6 f. A nearly level
road, good throughout. It goes down the middle of the Chên-nan plain for 2 miles, and then rises slightly on to higher ground passing Kao-fêng-shao at $3\frac{1}{4}$ miles, and descending a little to a small side valley in which is the village of Pai-i-ts'un at 5 miles, a little off the road to the left. Thence over another very low spur and down to a small valley, in which is Li-ho-kai, a bazar village of 80 houses. Height about 6,400 feet.

Camping ground.—Spacious.

Water.—From a stream just beyond the village.

Fodder.—Grazing scarce.

Supplies.—This stage is the best place between Chên-nan and Ch'u-hsiung for obtaining supplies. If large supplies are not wanted, the stage might be made at Ch'ien-an-ch'iao, but there is no inn there. A fair inn at Ta-shih-p'u, $14\frac{1}{2}$ miles from Chên-nan.

11 CH'U-HSIUNG 14 m. 2 f. General direction
(HSIEN). south-east. Road
123 m. nearly level, and
good going, except for a badly paved stretch between $3\frac{1}{2}$ and $5\frac{1}{2}$ miles. Cross a stream at starting and then ascend slightly and descend a little to the valley of a very small stream, which is followed down till the Chên-nan river is crossed at $1\frac{1}{4}$ miles at Ch'ien-an-ch'iao. Up over a little high ground and down till a small stream is crossed at $3\frac{1}{2}$ miles, thence over a low hilly country covered with pine trees and a slight descent to Ta-shih-p'u (20 houses) at $7\frac{1}{4}$ miles. The valleys are cultivated, and the hills sparsely wooded. Here is a fair inn and small supplies and room to camp. Height 5,300 feet. From here down a valley till there is a slight ascent on to some higher ground at $9\frac{1}{2}$ miles; at mile 11 the valley narrows. At 12 miles the road reaches the Ch'u-hsiung plain at San-chia-t'ang. Here the road crosses the Ch'u-hsiung Ho by a stone bridge and from mile $12\frac{1}{2}$ to $13\frac{1}{2}$ runs within 200 to 400 yards of the river. Thence along the southern edge of the plain to the town. A walled

Rivers.—At starting stream (20 yards by 1 foot). Crossed by stone bridge. At $1\frac{3}{4}$ miles Chên-nan river (30 yards by $1\frac{1}{2}$ feet). Crossed by three-arch stone bridge.

Supplies.—Large.

Rivers.—At $1\frac{1}{4}$ miles stream from the right (20 yards \times 8 inches), said to be deep in rains. Stone bridge now being built.

Water.—From a good stream.

13 KUANG-T'UNG ... 10 m. General direction
HSIEN. north-east. Cross
142 m. a small stream and
cross the plain, then up its eastern edge till at $2\frac{1}{4}$ miles turn off
to the right, crossing a small spur and a low plain. Here is the
boundary between the Ch'u-hsiung (Lu-ch'êng) and Kuang-t'ung
Hsien districts. At 3 miles is Shih-chien-p'u (15 houses). The
road is still level, till at $4\frac{1}{4}$ miles (6,300 feet) it rises gradually up
a range covered with small fir trees till the top is reached at Hui-
têng-kuan at 6 miles (7,000 feet). Nearly level till $6\frac{1}{2}$ miles, and
then gradually down till the bottom is reached at 8 miles (6,300
feet). Thence cross a cultivated plain $\frac{1}{4}$ mile wide and follow its

ROUTE No. 36—*contd.*

edge to Kuang-t'ung Hsien, a walled town of 250 houses. Height 6,250 feet.

Camping ground.—Large.

Water.—From wells and from stream.

Supplies.—Good.

14

SHÊ-TZŪ

... 13 m. General direction
east. Across the

155 m.

Kuang-t'ung plain

for $1\frac{1}{4}$ miles when the road begins to rise, gradually at first and then more steeply, across hills covered with scrub and small pine jungle. Kan-lu-wan (3 houses, 7,000 feet) is passed at 4 miles, and the top of the ascent (7,100 feet) is reached at $4\frac{1}{2}$ miles. Thence the road descends with some short level bits at Pe-sha-ti (1 house) at $5\frac{1}{4}$ miles to a small stream from the left at $5\frac{3}{4}$ miles (6,550 feet). Thence level to Mêng-chi-pu (26 houses) crossing a small stream from the left at the village. Thence crossing a ridge, the road descends steeply to the Hê tsu plain, which measures 1 mile by $\frac{1}{4}$ mile; along the plain passing Hê-tso, scattered village (26 houses and a temple in the main street) at $7\frac{1}{4}$ miles (6,250 feet); thence over a small spur and down into the Ho-hsi plain at 8 miles (6,200 feet); level along this plain to $8\frac{1}{4}$ miles; then along a low narrow ridge to $9\frac{1}{4}$ miles. Ascend passing Tai-kuan (6 houses) at 10 miles, and reaching the top of a ridge at the Shuang-mên-shao temple (6,550 feet). Thence down hill gradually, but with a few short steep bits, to Ta-wan-ch'in at $11\frac{1}{2}$ miles. Thence down a narrow valley into the Shê-tzŭ plain which measures $1\frac{1}{2}$ miles by $\frac{1}{2}$ mile. Across the plain to the village of Shê-tzŭ, a bazar village containing about 200 houses and 2 or 3 bad inns.

Rivers.—At 6 miles stream from the left (6 yards by 6 inches) crossed by small stone bridge.

At $12\frac{1}{2}$ miles stream from the left (15 yards by 1 foot) crossed by single arch stone bridge.

Camping ground.—Fair, on far side of the village.

Water.—From a good stream below the village.

Fodder.—Grazing scarce in March.

Supplies.—Fair.

15

HSIANG-SHUI-

7 m. 6 f.

General direction

KUAN.

east-south-east.

162 m. 6 f.

The road rises to

the top of a range at Ta-shao at 2 miles (6,900 feet). Thence very gradually down a narrow valley, passing Hsin-p'u-t'ang (9 houses) at 5 miles (6,300 feet). At 6 miles the road rises a little over a spur, the top of which is reached at 6,450 feet at 7 miles.

ROUTE No. 36—*contd.*

Thence gradually down to Hsiang-shui-kuan (7 houses). Height 6,300 feet.

Camping ground.—Not much flat ground.

Water.—Good from stream $1\frac{1}{4}$ mile away.

Fodder.—Grazing scarce.

Supplies.—Small.

16 LU-FENG ... 9 m. 4 f. General direction
HSIEN. south-east. From

172 m. 2 f. Hsiang-shui-kuan
down a little and across the Hsian-shui Ho, thence up, reaching the top of a spur at $2\frac{1}{2}$ miles at 7,000 feet. Here is a small police fort. Down hill, passing Ta-tz'ü-ssü (8 houses) at $3\frac{1}{4}$ miles, descending steadily, with short level stretches, to the plain at $7\frac{3}{4}$ miles. Nan-t'ing-kuan (4 houses) is passed at $4\frac{3}{4}$ miles, and Ch'ing-lien-ssü (2 houses, temple and well) at $6\frac{1}{2}$ miles, Hsiao-liu-ts'ao at $7\frac{3}{4}$ miles; thence across the plain to Lu-fêng Hsien, a walled town of about 450 houses. Height 5,500 feet.

Rivers.—At $\frac{1}{4}$ mile Hsiang-shui Ho from the left (5 yards by 8 inches) in a steep bed 40 yards wide crossed by 3-arch stone bridge, 40 yards long. At $9\frac{1}{2}$ miles Lu-fêng river, from the left (35 yards by 2 feet) in a wide channel, crossed by fine solid 7-arch stone bridge, 80 yards long by 24 to 30 feet wide.

Camping ground.—Large.

Supplies.—Good.

17 YAO-CHAN- ... 10 m. 2 f. General direction
KAI. south-south-east.

182 m. 4 f. Nearly level at
first, over low, dry spurs, passing Ch'i-ming-ch'iao at $2\frac{1}{2}$ miles, and crossing a stream. Thence up very gradually, passing the Ts'êng-yao-shih temple at 3 miles, and Lien-shu-p'u (10 houses) at 5 miles, and reaching the top at the police fort of Sha-lao-wan at 6 miles (6,550 feet). From mile 6 a new branch road takes off to the right, rejoining the old road at mile 7. From here nearly level to Hsien-t'ang-ssü police fort at $8\frac{1}{2}$ miles, and thence down hill to Yao-chan-kai (200 houses). Height 5,700 feet.

Rivers.—At $2\frac{1}{2}$ miles stream from the left (10 yards by 8 inches) in a wide bed, crossed by stone bridge 25 yards, long.

Camping ground.—Fair. One large temple and several small ones.

Water.—Good from stream.

Supplies.—Fair.

18 LU-P'IAO-KAI 11 m. 4 f. General direction
south-east. The

194 m.

road rises to the

ROUTE No. 36—*contd.*

top of a spur, which it reaches at $1\frac{1}{4}$ miles at P'ai-lou-shao (6,300 feet). From here a little down and up to Yang-la-shao (7,200 feet approximate) (30 houses) at $3\frac{1}{4}$ miles. Nearly level to Hsiao-ssû-tzû at 4 miles, thence down, passing Pê-han-ch'ung (45 houses) at $4\frac{3}{4}$ miles (6,600 feet) and Ch'ing-shui Ho (4 houses) at $5\frac{1}{2}$ miles. Thence up hill till the top of a big spur is reached at $6\frac{1}{4}$ miles at 7,200 feet. Nearly level to Ta-ssû-tzû at $6\frac{1}{2}$ miles, then down steeply, reaching a small plain (1 mile by $\frac{1}{2}$ mile) at Hsiao-p'o-t'ou at $7\frac{1}{2}$ miles (6,600 feet). Across the plain to Lao-ya-kua (90 houses and several inns) at 8 miles. Here is a good place to camp. Thence up over another spur and down to a plain which measures about 3 miles by $1\frac{1}{2}$ miles down the north edge of the plain to Lu-p'iao-kai, which is at the foot of the hills to the east of it. Village contains 80 houses and a large temple. The going throughout is bad, the paving being old. Height 6,475 feet.

Supplies.—Fair.

Water.—From a stream which is nearly stagnant, but is deep, so water appears pretty good. A small lake lies $\frac{3}{4}$ mile off to the south.

19	AN-NING	... 15 m. 4 f.	General direction
	(HSIEN).		east. Going bad
209 m. 4 f.			throughout, the

paving being old. The road goes over bare undulating country the whole way, with no serious up or down hill. The following villages are passed:—At one mile An-fêng-ying (20 houses); at 3 miles, Ta-shao (25 houses); at $5\frac{1}{2}$ miles, Ch'ing-lung-shao (30 houses); at $6\frac{1}{2}$ miles, Yu-tê-kao (12 houses); at $8\frac{1}{2}$ miles, Ts'an-p'o-kai (60 houses); at $10\frac{3}{4}$ miles, Ping-ti-shao. An-ning is a walled town of 600 houses. Several temples and inns. Height 6,400 feet.

Supplies.—Good.

N.B.—These 2 marches may be done in 3, as follows:—

1. Lao-ya-kuan, 8 miles.
2. Ts'ao-p'u-kai, 12 miles.
3. An-ning, 7 miles.

20	CH'ANG-P'O	... 8 m.	General direction
			north-east. Cross
217 m. 4 f.			the An-ning river

in the town, and then cross the plain for $1\frac{1}{2}$ miles. The road then goes nearly level over very gently undulating ground, passing Tzû-mên-lou at $3\frac{3}{4}$ miles. Tu-shu-p'u (30 houses) at $5\frac{1}{2}$ miles. At $7\frac{1}{4}$ miles a stream is crossed and Ch'iao-t'ou-ts'un is passed. At $7\frac{3}{4}$ miles the boundary of An-ning and K'un-ming Hsien is passed. Ch'ang-p'o contains 30 houses. Height 6,600 feet.

Camping ground.—Spacious.

Supplies.—Fair

ROUTE No. 36—*concl'd.*

21 YÜN-NAN FU ... 10 m. Slightly down to a little stream and then gradually up till top of a small range is reached at a gap near the village of Pi-chi-kuan (35 houses) at mile $2\frac{1}{4}$ (6,900 feet). Thence down a steep bit of hill to the plain of Yün-nan Fu at mile $2\frac{1}{2}$. Thence by a level road across the plain. The lake lying a mile off to the right. The village of Ma-kai-tzū is passed at mile 6; Hsien-yao at mile 7; Hung-miao at mile $8\frac{3}{4}$. The south-west gates of the city are reached at mile 10.

Yün-nan Fu is the Capital of the Province of Yün-nan and the Headquarters of the Military and Civil Governors and of a host of smaller Chinese Authorities forming the "Provincial Government." A British Consul-General, a French Consul, and many other foreign officials are stationed here. There is through Railway connection with Tongking. Post and Telegraph Offices are situated inside the town, which is an irregular walled rectangle.

Supplies.—Large.

Fodder.—A little grazing near the lake.

N.B.—Chinese travellers and caravans ordinarily perform the journey from Ta-li-(Hsien) to Yün-nan Fu in 14, 13 or even 12 stages.

ROUTE No. 37.

FROM PAO-SHAN (HSIEN) (FORMERLY YUNG-CH'ANG) TO TÊNG-CH'UAN (HSIEN) *viâ* YUNG-P'ING HSIEN, AND YÜN-LUNG (HSIEN).

141½ miles.

11 or 12 stages.

Authority.—Captain Ryder and Captain Manifold, 1899; J. Coggin Brown, 1909; Mr. A. E. Eastes, His Britannic Majesty's Consul, Tengyueh, 1918.

Epitome.—A very good mule road for 3 stages, good for another 3 and then fair.

After leaving the main route to Ta-li the route ascends the valley of the Yung-p'ing Ho to stage 6 where it turns east, crossing the river and passes through a hilly country much intersected by streams, the sides of the valleys being almost bare. In stage 10 the Yang-pi Ho is crossed by an iron bridge.

Camping grounds.—Good except at stage 9.

Water.—Good.

Supplies.—At stages 9, 11, 12 good, elsewhere small.

No. of stage and total distance.	DETAILS.		
1—3	CH'Ü-TUNG	...	See Route 35, stages 6, 7 and 8.
36 m.	4 KUAN-CH'IAO	11 m. 2 f.	General direction north-west along the Yung-p'ing valley.
4			
47 m. 2 f.	A good paved road passes through Yung-p'ing Hsien and crossing the river by a stone bridge ascends the valley which narrows gradually.		
	Kuan-ch'iao (10 houses).		
	<i>Camping grounds.</i> —Large.		
	<i>Water.</i> —Excellent.		
	<i>Supplies.</i> —Very small.		
5	KAN-HAI-TZÛ	... 11 m.	General direction north-west. Bad road. After leaving
58 m. 2 f.	Kuan-ch'iao the road enters the narrow gorge-like valley, crossing		

ROUTE No. 37—*contd.*

and recrossing the stream. It would be an exceedingly difficult path to traverse after heavy rain when the stream would be full of water. At $5\frac{1}{2}$ miles the very steep ascent across the range, height over 8,500 feet, which divides the valleys of the Yung-p'ing Ho and Lo-ma Ho, is commenced. The top is reached at 8 miles, and then there is a steep and awkward descent to a small tributary of the Lo-ma Ho. This being little more than a torrent is easily crossed and is followed by another slight ascent, after which the road is almost level as far as Kan-hai-tzū. This place is only a small hamlet, no supplies are available, the water is poor, and there is little room to camp. It is recommended that the stage be prolonged for another 3 miles, down a spur into the Lo-ma Ho valley to Sha-chiao or Po-chiao. The country about here is very poor and the villages small and scattered.

Camping ground.—At Po-chiao spacious.

Water.—Plentiful.

Supplies.—None.

6	YÜN-LUNG (HSIEN).	... 16 m. 6 f. General	direction
75 m.			north-west. After 1 mile there is a steep

descent to the valley, and the bed of the Lo-ma Ho is reached at 2 miles. The road then runs north along the valley with high ranges on each side. At 8 miles the river widens out on to a cultivated plain, which would make an excellent camping-ground. At $12\frac{1}{2}$ miles the gorge again contracts and the road becomes narrow and runs along the hillside to the town. The Lo-ma Ho is a river with a very swift current, only fordable in the dry weather. It is crossed 6 miles to the south of the town by a wooden roofed bridge in two spans. Total length of wood-work 170 feet. Bridge in good repair.

Camping ground, etc., see Route 24, stage 10.

7	T' IEN-ÊRH-CHING	10 m. General	direction
85 m.			north-east. Path very fair, with bad

stone paving in parts, cross river and up left bank past Nan-ni-ch'ang at mile $1\frac{1}{2}$; up over low spur to temple Ch'ang-t'ien-ssü, through which road passes at mile $2\frac{1}{2}$; down again to river by winding, slippery stone-paved road, cross side stream at mile 3; pass Ta-shih-shao at mile $4\frac{3}{4}$, cross stream at mile $5\frac{1}{2}$. Three-quarters of a mile further on, a wooden suspension bridge, supported by two chains, with a span of over 100 feet, crosses the river to the left to a salt well half a mile away at Shih-mên-ching (150 houses); this bridge is not crossed, but the main road continues past several salt wells driven into the rocky hillside at mile $7\frac{1}{2}$ and at mile $8\frac{1}{2}$.

ROUTE No. 37—*contd.*

Ta-ching (100 houses) also a salt-well, to T'ien-êrh-ching at mile 10 (100 houses), 6,100 feet; salt well, inn. At commencement, river unfordable, crossed by wooden-covered bridge of two spans 28 and 14 yards each. At mile 3 stream nearly dry crossed by 17 yard wooden-covered bridge. At mile $5\frac{1}{2}$ stream nearly dry, crossed by two bridges each 4-yards span. At mile 9 and $9\frac{1}{2}$ cross nearly dry stream by 15-yard wood bridge and 16-yard wood-covered bridge respectively.

Camping ground.—In fields.

Water—Abundant.

Fuel—Unlimited.

Fodder.—Fair supplies.

Supplies.—Good.

8	KUAN-P'ING ...	7 m. 6 f.	General direction
92 m. 6 f.			east, path fair, up same valley; at mile $\frac{1}{2}$ Shang-ching salt-well; at mile $\frac{3}{4}$, height 6,500 feet, up hill, but not steep to mile $1\frac{3}{4}$ 7,200 feet, then level on hillside into valley, up it; one or two small villages on hillside above road; on to ridge at mile $6\frac{1}{4}$, height 8,600 feet; just beyond pass below Kao-têng and down easy slope to small cultivated valley, cross stream to Kuan-p'ing, 10 houses, scattered, no inn. Height 7,100 feet.

Rivers.—At mile $\frac{1}{2}$ cross stream, little water, 9-yard span wooden bridge. At mile $7\frac{1}{2}$ stream, 8 yards by a foot, dry, crossed by 20 yard covered-wooden bridge.

Camping ground.—Extensive in fields.

Water.—Excellent, from stream.

Fuel.—Ample.

Fodder.—Good grazing on banks of stream.

Supplies.—Very small.

9	SAN-PAN-CH'IAO	16 m.	General direction
108 m. 6 f.			east. Path fair, with one bad

stony ascent, but not very steep. Ascending a low spur, the path winds round into a valley on the left, keeping on the hillside level at 7,700 feet; down to a stream at mile $2\frac{3}{4}$ (7,300 feet), along this for 1 mile passing a deserted guard-post; the road then crosses and re-crosses the stream to mile 7, ascending to 8,200 feet, where there is a small clearing. From this point the road continues up the same valley, passing a deserted guard-post at mile 8 (San-shao-ching, 9,200 feet); up over the top of the ridge (9,600 feet) at mile $9\frac{1}{4}$, then down a spur to mile $11\frac{3}{4}$ (8,600 feet); then steeper down to the lonely inn at P'ei-i, mile $13\frac{1}{4}$ (7,600 feet). After a short level bit, the road descends to a small patch of rice fields at mile $16\frac{1}{4}$;

ROUTE No. 37—*contd.*

it then crosses another stream by a 40 feet span bridge of three planks, which give the name to the village of 6 houses half a mile further on (San-pan-ch'iao, 6,800 feet).

Camping ground.—Restricted, on hill side.

Water.—Scanty, from tiny spring.

Fuel.—Ample.

Fodder.—Good grazing.

Supplies.—Practically nil.

10	LIEN-T'IEH- KAI.	... 10 m. 6 f.	General direction east. Fair mule road. Continue
----	---------------------	----------------	--

119 m. 4 f.
along the hill side above the valley for a mile and a half, then descend, to the stream (6,200 feet); continue down the valley by a gradual descent with one or two undulations, to mile $4\frac{3}{4}$, past a couple of huts (Ch'ing-kuo-p'êng 6,200 feet). $1\frac{1}{2}$ miles further on, a village of 4 houses (Pien-tu-t'ang); still continue down the valley to the junction with the thick red-coloured Yang-pi Ho; follow up the right bank of this river to the 6-house village of T'ieh-so-ch'iao (mile $7\frac{3}{4}$), which takes its name from the chain suspension bridge (over 100 feet span) just below (6,100 feet). Cross this bridge, and continue along the left bank of the Yang-pi Ho for three-quarters of a mile; then up a small ravine with a bare top; one mile further on, commence the ascent over bare red clay to the small market village of Lien-t'ieh-kai (6,700 feet).

Camping ground.—In fields round village.

Water.—Ample.

Fuel.—Fair supply obtainable.

Fodder.—Scanty.

Supplies.—Very scanty, except on market-day (every fifth day).

11	FÊNG-YÜ	... 10 m. 6 f.	General direction east. Path fair, with steep ascent
----	---------	----------------	--

130 m. 2 f.
and bad stone-paved descent. Leaving Lien-t'ieh-kai, the road passes the 20-house village of Chiang-pan (6,800 feet) at mile $\frac{1}{2}$; a mile further on it enters a small valley and crosses a small stream by a stone bridge at mile $1\frac{3}{4}$; thereafter up steeply to mile $4\frac{3}{4}$ (8,200 feet); after a short bit of level—it proceeds up a broad bare spur to a deserted guard-house at mile $4\frac{1}{4}$ (8,800 feet); then up still more steeply to the crest of the ridge at mile 6 (10,700 feet), followed by an easier descent for 500 feet on to open downs, crossing a clear stream by a good stone bridge at mile $6\frac{1}{2}$; the next mile is level at 10,100 feet, but apt to be very cold and shrouded in mist. From here the road descends a bare hill side, mostly by a steep and rough stone path to the level of the Fêngi yü plain (7,900 feet), at

ROUTE No. 37—*concl'd.*

mile $9\frac{3}{4}$. The final mile into the town is almost level across the rice-fields, along a bad stone road.

Camping ground.—In fields; good accommodation might also be obtained in the school-house, a converted temple.

Water.—Ample.

Fuel.—Plentiful.

Fodder.—Fair supplies.

Supplies.—Abundant.

12	TENG-CH'UAN (HSIEN).	11 m. 2 f.	General direction east; path fair, straight across
----	-------------------------	------------	--

141 m. 4 f.
plain, pass Tung-t'sun at mile $11\frac{1}{4}$, plain ends at mile 2; up side of hill by broad path, easy ascent to 8,900 feet; mile $3\frac{1}{2}$, La-p'ing-shao guard-post. Gradual descent amongst downs to 8,600 feet at mile 5; over low saddle at 8,800 feet, mile $5\frac{1}{2}$; down narrow valley, slight descent over spur down rocky path to mile $6\frac{1}{2}$, 8,300 feet; down hillside to plain at mile $8\frac{1}{4}$, skirt edge of plain passing Chiu-ch'êng-ts'un at mile 9, into Têng-ch'uan at mile $11\frac{1}{4}$; small walled town, inns poor, good cottage to sleep in. Head Quarters of a District Magistrate.

Camping ground.—In fields.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Poor grazing, outside Town.

Supplies.—Good.

ROUTE No. 38.

FROM KUAN P'ING TO YANG-PI.

52½ miles.

4 stages.

Authority.—J. Coggin Brown, Esq., March 1909.*Epitome.*—A bad mule road passing through unsurveyed country : general direction south-east, but the road twists a good deal. The country is well-wooded, but sparsely populated.*Camping grounds.*—Bad.*Water.*—Poor except at 1 and 4.*Supplies.*—Very small except at 1 and 4.

No. of stage and total distance.	DETAILS.
1	SHU-CHIA-T'SUN 13 m. 4 f. Elevation at Kuan-p'ing 7,100 feet. General direction
13 m. 4 f.	south-east down the Kuan-p'ing Ho. A good unpaved mule track. Village is in two bits : just outside first part cross small stream from north-east, covered plank bridge 30 feet long. At ¼ mile pass second part of village. At ¾ mile cross small stream, 13 paces wide, no bridge, very shallow water. At 1½ mile, Minchia village of Chu-pu-cha (2 houses) ; here the valley widens out and has cultivated land on both sides. At 2¾ miles Chinese village of Ta-ko-ts'un (2 houses). At 3¾ miles on opposite bank Minchia village, Tzu-ya (10 houses). The track here turns somewhat to the south. At 4¼ miles cross a large stream, 20 paces wide, no bridge, shallow water, stony bottom. At 4½ miles on the opposite side of the valley is the Minchia village of A-cha-lu (11 houses). At 8 miles a tributary is crossed by a log bridge 30 feet across, fordable in March. At 9½ miles the valley narrows, but widens out again at 10½ miles near the small hamlet of Chên-sen-i. At 10¾ miles, cross a small stream from the east by a covered wooden bridge 24 feet across. At 11½ miles pass the small village of Lung-chi, and at 12½ Shu-chia-t'sun is reached (10 houses). Elevation 6,700 feet. For the greater part of the way, with the exception of some small ascents and descents the road is level and keeps to the east bank of the Kuan-p'ing Ho (which in March is a fordable stream with a pebbly bed) generally just above the level of the cultivated land.
	<i>Camping ground.</i> —On the cultivated ground around and below the village.
	<i>Water.</i> —Good.
	<i>Supplies.</i> —Small.

ROUTE No. 38—*contd.*

2 JÊ-TA-NA ... 13 m. 4 f. General direction
 south-east. At
 27 m. $\frac{1}{2}$ mile the outlying
 houses of Shu-chia-t'sun are passed. At 1 mile a small spur is crossed
 to avoid a bend in the river, which is met again at $1\frac{1}{2}$ miles. A
 tributary stream is crossed at $2\frac{1}{2}$ miles by a single-span arched
 stone bridge, and at 3 miles there is a plank bridge in bad repair
 over another small stream. At $4\frac{1}{2}$ miles there is a steep ascent
 followed by a descent to a large stream at 6 miles, which is crossed
 by a rotten, and almost ruined, covered wooden bridge, 17 paces
 long; the water is $1\frac{1}{2}$ to 2 feet deep, with a strong current and a
 stony bottom. A steep ascent is now made to the south-east through
 pine forest, and at $7\frac{1}{2}$ miles the summit is reached (7,500 feet). At
 $8\frac{1}{2}$ miles the village of Lo-lo-mi is reached whence the road rises
 gently to the east-south-east as far as mile 11, where there is an
 elevation of 9,000 feet, and a winding descent to the north-east
 and east to mile $13\frac{1}{2}$ at Jê-ta-na, a Lolo village of 10 houses.

Camping ground.—Poor.

Water.—Poor supply.

Fodder.—None.

Supplies.—None.

3 TSUN-WEI .. 17 m. For the first $\frac{1}{4}$ mile,
 44 m. there is a steep des-
 cent to the north-
 east from the village; after crossing a small stream, the descent is
 more gradual to the east, along the sloping sides of the valley.
 At 3 miles the village of San-pu-tan is reached, here there is room
 for a fairly large camp, but there are no supplies and the water
 supply is poor. At $3\frac{3}{4}$ miles La-man-chan, a small hamlet of 1 or 2
 houses, is passed. At $4\frac{1}{2}$ miles the road keeping north-east crosses
 a small stream by a log bridge 11 paces long, the water is 2 feet
 deep with a strong current and a stony bottom; there is now a
 gradual ascent to 5 miles when the road turns south-south-east and
 still rising reaches an elevation of 7,400 feet at $6\frac{1}{4}$ miles. Shu-chu-po,
 a large scattered Lolo village of about 80 houses, is passed at 7 miles,
 and there is a gradual ascent from this place to 9,100 feet at 10 miles.
 Here the descent starts, the road turning to the north-east and going
 down a spur between two small valleys. At 13 miles the Lolo
 village of Ta-pen-chang (14 houses), is passed at an elevation of
 7,600 feet, followed by a steep descent to the south to $14\frac{1}{2}$ miles
 where a stream is crossed by a log bridge 12 paces long. There is an
 elevation of 7,200 feet here. This is followed by a rise to 7,650 feet
 at $14\frac{3}{4}$ miles and then by a descent into the next small valley to the

ROUTE No. 38—*concl'd.*

south. At 15 miles the Lolo village of Chang-wu-so (10 houses) is passed, and the road descends steeply to the east, and at 17 miles reaches Tsun-wei (10 houses). Elevation 7,000 feet.

Camping ground.—Restricted.

Water.—Poor supply.

Fodder.—None.

4 YANG-PI ... 8 m. 4 f. The road leaving the village is level for $\frac{1}{2}$ mile and then

52 m. 4 f. descends the steep hillside keeping to the east-north-east. At $1\frac{3}{4}$ miles the hamlet of A-ke-chang is passed, the road then turning east-south-east, and crossing a stream with a bed 10 paces wide. There is an elevation of 5,750 feet here. After a slight ascent in the same direction there is a descent into the next valley, and at 4 miles the road turns east to cross a spur. At $4\frac{1}{2}$ miles the valley of the Yang-pi Ho is entered, and the road proceeds down stream keeping just above the level of the paddy cultivation. At 5 miles the village of Mu-kua-so (8 houses), is reached, and at $5\frac{1}{2}$ miles a small tributary from the west is crossed. At $6\frac{1}{2}$ miles the road goes through the village of Shan-po-tien (9 houses, Chinese and Lolo), and at $7\frac{1}{2}$ miles through the village of Lo-t'un (8 houses); still keeping to the south-east it joins the main road at $8\frac{1}{2}$ miles, just to the north of the bridge at Yang-pi. Elevation 5,250 feet.

Camping ground.—Spacious.

Supplies.—Fairly good.

ROUTE No. 39.

FROM YANG-PI TO CHIEN-CH'UAN (HSIEN) *viâ*
THE YANG-PI VALLEY.

81 miles.

6 stages.

Authority.—Lieutenant W. H. Jeffery, June 1905.

Epitome.—Good mule road, paved in parts. Route follows the Yang-pi Ho valley till stage 5, when the river is crossed, and the road enters hilly wooded country.

Some of the streams crossed are unfordable in September and October.

Camping grounds.—Restricted or to be found in the fields only, except at stages 1 and 3.

Water.—Good throughout.

Fuel.—Obtainable throughout.

Supplies.—Scarce in first 3 stages, afterwards rather more plentiful.

No. of stage and total distance.	DETAILS.		
1	MEI-TI	... 13 m.	General direction north; good mule road paved in parts.
13 m.	Route follows the left bank of the Yang-pi-Ho, passing Lo-ming (18 houses) at mile 1 and dry bed of a torrent at mile $1\frac{3}{4}$. Thence across a rice plain bordered by hills, those on the west being higher, steeper and more thickly wooded than those on the east.		
	At mile 5 Ta-pu-tzü; 5,840 feet (20 houses), 300 feet above the river, room for small camp.		
	Route leaves main river and follows up a tributary to a ford at mile 6, crosses another tributary by stone slab bridge. Thence descends again into main valley, which is about $\frac{1}{2}$ mile broad and dotted with farms and villages. At mile $9\frac{3}{4}$ enters wooded gorge, which continues to mile $10\frac{1}{4}$, when valley opens and cultivation recommences; at mile $12\frac{1}{2}$ cross a tributary by stone arch bridge.		
	Mei-ti (45 houses, height 5,000 feet) situated in extensive paddy plain.		
	<i>Camping ground.</i> —Large.		
	<i>Water.</i> —Plentiful.		
2	CHANG-YI	... 15 m.	The road still follows the Yang-pi Ho and enters a narrow
28 m.			

ROUTE No. 39—*contd.*

gorge at mile $1\frac{1}{2}$, and crosses a tributary by a wooden bridge 15 feet above the water. At mile 3 it leaves the gorge and crosses paddy plain passing A-lan-tien (10 houses) and enters a forest which continues to mile $8\frac{3}{4}$. On emerging, Ku-hua-chang (10 houses) and Tien hsien (6 houses); at mile 10, height 6,100 feet. Route then runs along the bottom of the valley (at San-yang-pin, 2 miles, is a cane foot bridge).

Chang-yi; 17 houses (in two groups) inn, height 5,810 feet. Inhabitants Minchia.

3 LIEN-T'IENT ... 10 m. At mile $11\frac{1}{2}$ road
descends into flat
cultivated plain and
38 m.
follows the river bank; at mile $3\frac{1}{2}$, cross stream by wooden mule bridge, 30 feet above water: at mile $4\frac{1}{4}$ village of 20 houses, thence a steady ascent to mile 5, then down and up to a second summit at mile $5\frac{1}{2}$. At mile $7\frac{1}{2}$ Chiang-pan.

Lien-t'ien (10 houses: 6,880 feet). Last 3 miles through open grassy downs.

Camping ground.—Unlimited.

Supplies.—Small.

4 CHIAO-HOU-CH'ING. ... 10 m. Route continues up
the river valley,
wooded hills on right
48 m.
bank, open grassy downs on left bank. At mile $2\frac{1}{2}$ extensive cultivated area is entered numerous villages: cattle and horses in some numbers. At mile $2\frac{3}{4}$ upper Shih-mei-yen (50 houses); at mile $4\frac{1}{2}$ Hsien-li-shen (80 houses) $\frac{3}{4}$ mile to the right; at mile $4\frac{3}{4}$ stream crossed by 1-arch stone bridge, 9 feet above water. The Yang-pi-Ho is here 200 yards wide with sandy beaches and islands. Road is liable to be flooded here. At mile $6\frac{3}{4}$ Lan-tou-yi (110 houses).

Chiao-hou-ch'ing (150 houses) several shops, bridge over a stream in the middle of the village.

Camping ground.—The whole plain is under cultivation, accommodation only to be found in the fields.

5 SHA-CHI ... 18 m. At the start a road
to the right leads to
the salt wells. At
66 m.
 $\frac{1}{2}$ mile stone bridge; at $\frac{3}{4}$ mile Yang-pi Ho bends north-east. Stacks of firewood floated down to here and used in evaporating salt.

Mile 1, road to left to Shih-êrh-kua, crosses Yang-pi Ho by a wooden cantilever bridge, 20 yards long, 7-foot roadway, 20 feet above water, fit for passage of mounted troops. River here is 40 yards broad, very rapid and runs in a narrow valley. At mile $4\frac{1}{2}$ a short steep ascent and descent to a low-lying cultivated area.

ROUTE No. 39—*concl'd.*

At mile $5\frac{1}{4}$ a stream, no bridge, strong current, unfordable in September and October. Mile $6\frac{3}{4}$, large area probably liable to become flooded, some quicksands. At mile $8\frac{1}{4}$ a torrent 10 yards by 1 foot, fordable except in September and October, when it is usually 4 feet deep; at mile $8\frac{1}{2}$ Wan-p'o-t'an (5 houses), cane foot bridge over Yang-pi Ho. Mile 11 Fu-êrh-hou (8 houses) 7,200 feet. Up to here road follows the river bank through country thinly inhabited. At mile $11\frac{3}{4}$ cross Yang-pi Ho by wooden bridge in two lengths, with an island in the middle, fit to carry mules. First length 43 yards long, 3-foot roadway: 10 feet above water: 5 pairs of supporting poles. Second length 23 yards long; 3 pairs of supporting poles. At 12th mile a 10-foot wooden mule bridge over a stream; at mile $12\frac{1}{4}$, Upper Chang-ping (10 houses).

Country more cultivated: hills lower and less steep. Mile $13\frac{3}{4}$ enter rocky gorge, mile $14\frac{1}{4}$ a 5-arched stone bridge off the road to the right. At mile $14\frac{1}{2}$ Chiang-wei (20 houses) and three other villages in grassy plain.

Sha-chi: 400 houses.

Camping ground.—Inn and large temple, altitude 6,900 feet.

Supplies.—Considerable.

6 CHIEN-CH'UAN ... 15 m. Road paved and level
(HSIÊN).

81 m. through cultivated country with many villages to mile $21\frac{1}{4}$, when it enters hilly country covered with fir forest. No villages or cultivation till mile $7\frac{3}{4}$, when it passes a small plain: at mile 8 single-arch stone bridge, 20 yards long, 20 feet wide, 20 feet above the water. Road continues to ascend through fir woods to mile $8\frac{1}{2}$ (7,510 feet), at mile $9\frac{1}{4}$ open grassy downs till mile $10\frac{1}{2}$ fall to the Chien-ch'uan plain.

ROUTE No. 40.

FROM TA-LI (HSIEN) TO SHIH-KU (ON THE YANG-TZE).

92 miles.

7 stages.

Authority.—Captain C. Ryder, February 1899 ; Mr. A. E. Eastes, His Britannic Majesty's Consul, Tengyueh, 1918.

Epitome.—A good level mule road paved in many places. The route gradually ascends over a well cultivated plain to the Yang-tze watershed in stage 7 and then descends to the river.

Camping grounds.—Good except at stage 6.

Water.—Good.

Supplies.—Good at stages 1, 2 and 5, otherwise small.

No. of stage and total distance.	DETAILS.		
1	SHANG-KUAN	... 16 m.	General direction north. Almost level road, but execrable surface, with rough or slippery paving, except for short bits in last three miles. Road lies between lake and high mountains on a plain 2 to 3 miles wide and passes through several villages. Wu-li-ch'iao at mile 2, Wu-kuan-chaung at mile 2½, Ch'iao-t'ou-ts'un at mile 5, Lung-kai-tzü at mile 8, Erh-p'o at mile 10, Chiu-ch'êng at mile 13, and Shang-kuan at mile 16. Small walled town. <i>Camping ground.</i> —On bare spur behind the town. <i>Water.</i> —Plentiful. <i>Fuel.</i> —Abundant. <i>Fodder.</i> —Poor grazing. <i>Supplies.</i> —Good.
2	CHUNG-SO	... 11 m.	General direction north. Road level and good. Paved in places. At mile 1 Hsia-p'ing. Path then crosses a bare low spur, reaching Têng-ch'uan, a small walled town, at mile 5, then straight up plain, crossing a small lake by raised road, passing Yu-so at mile 8, and reaching Chung-so at mile 11. Large village on both sides of the river. Crossed by bridge 25 yards long (three arches). River is really a canal with masonry walls, and therefore difficult to ford. <i>Supplies.</i> —Good.

ROUTE No. 40—*contd.*

3 HSI-YING-KAI ... 14 m. General direction
north. Road level
41 m. and good. Paved in
part only. Up left bank of the river Ming-chi-ta Ho, plain ending
at mile $2\frac{1}{2}$. Then through gorge; steep hills on both sides to Hsün-
chien at mile 5. (At mile $4\frac{1}{2}$ a path crosses the river to Erh-yüan
(Hsien) formerly known as Lang-ch'üung Hsien, 3 miles west.) Path
then leads up dry bed of stream, and crossing low spur at mile 6,
enters plain at mile 8. Passing Yin-shih-p'u at mile 9, Cho-ho-kai
at mile 10, Chang-ying at mile 12, reach Hsi-ying-kai at mile 14;
temple and inn.

Camping ground.—In fields.

Supplies.—Fair.

4 YÊH-CHI-P'ING ... 14 m. General direction
north. Path good.
55 m. Paved in plain at
mile 2. Niu-kai plain ends at mile 4, cross small stream by arched
bridge, passing through Tsai-ts'ao and Pai-i-ti. Cross dry bed
of nullah at mile 6, and ascend from 7,250 feet to watershed at
8,900 feet, mile 11, passing Lang-san-p'o at mile $7\frac{1}{2}$. Ch'ou-shui-
ching at mile 9. Ascent very gradual. From watershed descent
also gradual, passing Lung-t'ang at mile $12\frac{1}{2}$. Reach small plain
(1 mile \times $\frac{1}{2}$ mile) at mile 13. Yeh-chi-p'ing at lower end, mile 14.

Camping ground.—In centre of plain in dry bed of stream.

Supplies.—Small.

5 CHIEN-CH'UAN ... 11 m. General direction
(HSIEN). north. Path good.
66 m. Paved in plain.
Down hill at first. Descent easy to plain at mile 4. Passing
Tien-wei at mile 5, cross river (the Yang-pi Ho) at mile $5\frac{1}{2}$ by three-
arch bridge, 25 yards long. River unfordable. Pass Shun-tien at
mile 6, Hung-tê at mile $6\frac{1}{2}$, Chu-ch'en-ts'un at mile 9, and reach
Chien-ch'uan at mile 11. Walled town.

Camping ground.—Outside town.

Supplies.—Large.

6 CHIU-HO ... 11 m. General direction
north. Road fair,
77 m. paved in places,
passes Wei-êrh-pên, Tien-t'ou and Tien-hsin at miles 2, $2\frac{1}{2}$ and 3;
at mile 4 cross stream by 5-arched bridge; at mile $4\frac{1}{2}$ main stream
by a 2-arched bridge, thence a very slight ascent, passing Mei-tzu-
ch'ang at mile 6, and slight descent to the valley of the same
stream: thence up a small plain with 3 villages the last on the

ROUTE No. 40—*concl'd.*

road at mile $7\frac{1}{2}$. Here the stream is recrossed by a one-arch bridge. The road then enters the lower end of a long plain in which is Chiu-ho.

Camping ground.—On small hill.

Supplies.—Fair.

7

SHIH-KU

... 15 m. General direction

92 m.

north, path very
fair, paved in plains.

Route passes up the plain past the villages of Lo-chia-ying, A-tun-shao and Chiu-ho-hsin at miles 2, $3\frac{1}{2}$ and 6. At mile $6\frac{1}{2}$ a path to Li-chiang (Hsien); mile 8 cross watershed and on the left at 1 mile distance a lake 1 mile by $\frac{1}{2}$ mile. Thence down hill crossing the head of a small valley, up hill over a spur and then a steepish descent to a stream at mile 12; thence down right bank, cross the stream at mile 14 and through terraced fields to Shih-ku. 80 houses. Inn. Fort on small knoll.

The Yang-tze here flows in a bed 300 yards wide.

Camping ground.—In fields only.

Supplies.—Fair.

Water.—Plentiful.

ROUTE No. 41.

FROM TA-LI (HSIEN) TO YUNG-PEI-(HSIEN) *viâ*
THE CHIN-CHIANG KAI FERRY.

106 miles.

7 stages.

Authority.—J. Coggin Brown, Esq., April 1909.

Epitome.—Good mule road paved in parts. The route follows route 40 for 1 stage and then leads round the north end of Êrh Hai lake, thence north-east to the ferry which is reached in stage 4 and thence due north to Yung-pei.

Camping grounds.—Reported to be good.

Supplies.—A fair quantity obtainable.

Water.—Very good at 1, 4 and 6, and fairly good elsewhere.

No. of stage and total distance.	DETAILS.
1	SHANG-KUAN ... 16 m. (See Route 40.)
16 m.	
2	TA-WANG-MIAO ... 13 m. Leave route 40 and follow the paved level road round the
29 m.	head of the lake, passing through numerous villages. At mile 6 the village of Chang-ho is reached at an elevation of 6,900 feet, and here the lake basin is left by a gently ascending road to the east, which turns to the north-north-east at mile 7½. ½ mile to the north-west of this point is situated the village of Kan-hai-tzu. At 8 miles a descent is made into the valley of a tributary of the Yang-tze-chiang which flows in a general north-westerly direction. The village of Chen-lung-wan (5 houses) is passed at mile 11 and at mile 13 along the same valley the village of Ta-wang-miao is reached at an elevation of 6,430 feet.
	<i>Camping ground.</i> —Poor, except on the cultivated land.
	<i>Water.</i> —Good.
	<i>Supplies.</i> —Small.
3	HSIN-CH'ENG ... 15 m. General direction north-east. At ¾ mile the village of
44 m.	Yang-shui-tun (6 houses). A small village on the opposite side of the valley is named Ti-tzu-pin. There is now a gradual descent to mile 3½ where the main stream is crossed by a single span stone

ROUTE No. 41—*contd.*

arch bridge 22 paces wide. The current is strong, the bottom rocky 16-20 yards wide, fordable in April, but doubtful in the rains. At $3\frac{3}{4}$ miles the track turns to the east-north-east passing the 2 houses hamlet of Shu-mi-pin. Between 4 and $4\frac{1}{2}$ miles it turns south-east and then to the north-east again at $4\frac{1}{2}$ miles. After crossing two small tributaries the small village of Ta-shao, situated high above south bank of the stream, is passed at mile 6. At $6\frac{1}{4}$ miles there is a ford across the main stream, 35 paces broad, gravel bottom, water $\frac{1}{2}$ to 1 foot deep at this time of the year. At $7\frac{1}{2}$ miles the river is crossed again to the south side, the bed is here 25 yards wide, but the water is at present confined to a smaller space from 2 to 3 feet in depth, but fordable. At $8\frac{1}{2}$ miles cross a small tributary from the south-east, in a deep narrow gorge by means of a suspension bridge on 7 iron chains. The bridge is 63 feet long and 12 feet wide and is in bad repair. From here the road continues along the same valley passing the following places:—At $8\frac{3}{4}$ miles the guard house of Ta-shao; at $9\frac{3}{4}$ miles the small village of Shang-shu (5 houses); at $10\frac{1}{2}$ miles To-ma-tsun (4 houses); at $11\frac{1}{4}$ miles Pin-tê-ts'un, (10 houses); at $12\frac{1}{4}$ miles Ho-shao-ch'iao on the north side of the valley, the river being crossed by a chain suspension bridge. At $13\frac{3}{4}$ miles Huang-chia-ping, a large village of 30 houses; here there is a minor police official under the District Magistrate of Têng-ch'uan (Hsien). At $14\frac{1}{2}$ miles a tributary stream is crossed by a plank bridge. At 15 miles Hsin-ch'êng is reached. It is a large village of 20 houses at an elevation of 5,500 feet and is surrounded by a wall enclosing the place in a rough square about 148 paces long on each side. The wall is 9 or 10 feet high, the lower 4 feet is of stone, the rest of mud much broken and in bad condition. The village is on high ground above the general level of the valley which it commands.

Camping grounds.—Large.

Water.—Good.

Supplies.—Poor.

4 CHIN-CHIANG- ... 19 m. General direction
KAI. north-east. For the

63 m.

first 3 miles the road keeps to the high level ground on the lower slopes above the river and crosses several nullahs, which are dry at this time of the year. The scattered village of Pê-tou-shao (10 houses) is then passed on the opposite side of the valley which is here bounded by steep mountain sides. At $3\frac{1}{2}$ miles Hung-tu-pu (5 houses), at $4\frac{1}{4}$ miles Ta-pin-tzü (1 house but important by reason of the Roman Catholic Mission station near with 3 French priests in residence). The road now turns more to the north-north-east for 2 miles and at $8\frac{1}{2}$ miles passes Jê-shui-t'ang (7 houses); between miles $8\frac{1}{2}$ and

ROUTE No. 41—*contd.*

9½ a detour is made to the east to avoid a bend in the river. At 9½ miles small village of Ya-tzü-chuang; at 10¼ small village of Hsiao-kan-chuang. At 12 miles the temple of Ta-tzü-miao is passed and the Yang-tze-chiang is first seen. The road, which is in good condition all the way, now bends round to the north-east and continues along the river bank. At 19 miles cross the Yang-tze-chiang by ferry to Chin-chiang-kai. Elevation 4,350 feet.

5 MAN-KUAN ... 13 m. 4 f. Leave the village by a

76 m. 4 f. path to the east, at
½ mile cross dry
nullah spanned by a plank bridge; at ½ mile village of lower Lo-chia-ts'un. Here the road which turns south-east along the river bank is left, and the route proceeding east through upper Lo-chia-ts'un (30 houses) is followed. At 1½ miles pass the small village of Pu-tzü and at 3 miles enter the small tributary valley which runs down to the main river and continue east-north-east. Here there is a gentle ascent and the road turning more to the north-east passes the guard house of San-tao-ho at 5 miles and, at 6 miles reaches the small village of Huang-chin-wan. The road which is in good condition here turns more to the north and passes the following places, at 8¼ miles the large village of Chi-kuan, at 9 miles Ko-yuan, at 9¾ miles Lien-wu-tan, at 10½ miles Chi-la-kai a large bazar village. At 13 miles the main stream of the valley is crossed by a single span stone bridge, 42 feet long with water 1 to 1½ feet deep. At 13½ miles Man-kuan is reached at an elevation of 5,350 feet. It is a large village of 60 houses.

Camping grounds.—On lower slopes above cultivation.

Water.—Poor supply.

Supplies.—Fair quantity.

6 KAN-HAI-TZÜ ... 14 m. General direction to

90 m. 4 f. the north along the
same valley. At
¾ miles pass the small village of Pa-chai (8 houses); on the opposite side of the valley there are six small villages. At 2 miles the village and guard house of Li-shan is passed. The market town of Ching-yi-kai lies on the east side of the valley at mile 4; there is a market here once every 4 days. At 4 miles on the west side of the valley Chih-hsi-pen, a village of 10 houses. At 6¼ miles the village of Sung-chang (15 houses) is passed, after which there is a slight rise to the north-east, the road being unpaved and in good condition. A small stream is spanned by a stone bridge near mile 6½ and at mile 7½ the small village of Ma-chang is entered. At 8 miles another small stream is spanned by a single-arched stone bridge and at 9 miles Sha-chi-kuan and a group of neighbouring

ROUTE No. 41—*concl'd.*

villages. For the last 2 miles the road crosses old lake deposits in a wide, open, flat-bottomed valley. From here the road keeps to the east of a lake and at 10 miles the small village of Hsi-kuan is passed. At $10\frac{1}{2}$ miles a small stream in a deep nullah is crossed by means of a plank bridge 30 feet in length. The village and guard house of Fang-shan (15 houses) is reached at $11\frac{1}{2}$ miles after crossing a small but deep, dry nullah. At 12 miles the village of Ho-pei-tu (8 houses), is situated near a very rocky, dry nullah. At 13 miles another deep nullah is crossed by a wooden-covered foot bridge 22 feet in length. At 14 miles Kan-hai-tzū is reached. It is a small village of 4 houses. Elevation 5,650 feet.

Camping ground.—In the fields close to the lake.

Water.—Excellent.

Fodder.—Scarce.

Supplies.—Nil.

Note.—For a large body of men, the best camp is near the villages at the lower end of the lake where there is more open ground and supplies are more plentiful.

7	YUNG-PEI- (HSIEN).	... 15 m. 4 f.	General direction north. For the first few miles the
---	-----------------------	----------------	--

106 m.

road follows the eastern edge of the lake. Just outside the village, a deep nullah is crossed by a plank bridge 30 feet long; at $1\frac{1}{2}$ miles the road crosses the paddy-fields to the village of Le-che-ko (6 or 7 houses), and at $2\frac{1}{2}$ miles reaches Liu-chiu wan (4 houses). There are several deep and narrow nullahs about here, crossed by plank bridges covered with stone slabs. They are formed by small streams which run down to the lake from the hill-sides and cut deeply into the subsoil. At $3\frac{1}{4}$ miles the village of Hai-yao-pu (25 houses). At $3\frac{3}{4}$ miles cross an 18-foot wood bridge. At $4\frac{1}{2}$ miles leave the lake side and ascend over a spur to the north-east. The road just here is bad and rocky. At $5\frac{1}{4}$ miles pass a small guard house, and descend to a stream bed along the south side of which the road now turns. At $7\frac{1}{4}$ miles the village of Liu-shui-t'ang (4 houses) is passed, and the road still rising passes another guard house at $7\frac{3}{4}$ miles and reaches the summit at 10 miles at the guard house of Ho-tung-tang. Elevation 8,150 feet. From here the road continues $\frac{1}{2}$ mile along the summit to the east and then descends steeply into the Yung-pei plain which it meets at its southern end. A stream is forded at $11\frac{3}{4}$ miles and the road continues in good condition over the flat cultivated plain up to the city. The following villages are passed; $12\frac{1}{2}$ miles, Shuil-i-tang; $12\frac{3}{4}$ miles, Kuang-lang-pu; $13\frac{3}{4}$ miles Ma-chang-pu; $14\frac{1}{2}$ miles, Liang-shui-chang. $15\frac{1}{2}$ miles the city of Yung-pei is reached. Elevation 7,250 feet.

Camping ground.—Restricted, except on cultivated ground.

Supplies.—Abundant.

ROUTE No. 42.

FROM TA-LI (HSIEN) TO LI-CHIANG (HSIEN).

93 miles.

7 stages.

Authority.—Lieutenant Watts-Jones, March 1899.*Epitome.*—A good mule road with easy gradients except in stage 5.

The route follows the main road to Chien-ch'uan for 3 stages and then leads north by east over the Yang-tze-chiang watershed (9,500 feet).

Good supplies, water and camping grounds except at stage 4, about which no details are forthcoming.

Camping grounds.—Good.*Water.*—Good.*Supplies.*—No information.

No. of stage and total distance.	DETAILS.	
1	SHANG-KUAN	... 16 m.
16 m.	2	CHUNG-SO ... 11 m.
27 m.	3	NIU-KAI ... 16 m.
43 m.	4	HEI-LI-SHAO ... 13 m.
56 m.	General direction north by east. Ascends the valley of a small stream to the watershed.	
68 m.	5	HO-CH'ING ... 12 m.
	(HSIEN). Cross the watershed at a height of 9,500 feet and descend to the Ho-ch'ing plain joining route 57 at Shan-shên-kang at mile 9.	
81 m.	6	CH'I-HO ... 13 m.
93 m.	7	LI-CHIANG (HSIEN) 12 m.

See Route 40. Stages
1 to 4.See route 57 Stages
1 and 2.

ROUTE No. 43.

FROM TA-LI (HSIEN) TO LI-CHIANG (HSIEN) *viâ*
TI-MO-TS'UN.

105 miles.

9 stages.

Authority.—Lieutenant Watts-Jones, March 1899.

Epitome.—An alternative route to Li-chiang.

A good mule-road, over easy country.

The route follows the road to Chien-ch'uan as far as stage 1, where it branches by east, and ascends over undulating country to stage 5, where it rejoins Route 57.

Camping ground.—Good.

Water.—Good, except stage 5.

Supplies.—Good at stages 1, 4, 7, 8 and 9. No details available regarding stages 2 and 3.

No. of stage and total distance.	DETAILS.		
1	SHANG-KUAN	... 16 m.	See Route 40, stage 1.
16 m.			
2	SHA-HSI	... 13 m.	General direction
			north over undu-
29 m.			lating country.
3	CHIN-SE-CHANG	... 12 m.	Over undulating coun-
			try.
41 m.			
4	TI-MO-TS'UN	... 7 m.	Uphill, fairly easy
			gradients.
48 m.			
5	NAN-I-CH'IN	... 5 m.	} See Route 57.
53 m.			
6	SHAN-SHEN- SHAO.	... 14 m.	
67 m.			
7	HO-CH'ING (HSIEN).	... 13 m.	
80 m.			
8	CH'I-HO	... 13 m.	
93 m.			
9	LI-CHIANG (HSIEN)	... 12 m.	
105 m.			

ROUTE No. 44.

FROM THE FEI-LUNG BRIDGE TO A-TUN-TZŪ
(*viâ* THE RIGHT BANK OF THE MEKONG).

About 345 miles. 39 stages.

Authority.—Prince H. D'Orléans, July 1895.

Epitome.—This is a route into Tibet.

It is a bad road, narrow and rough in places, and would require considerable clearing and repairs before being used by pack-transport.

The road goes up the right bank of the Mekong to Ha-lo ferry in stage 31, when it follows the left bank for four stages, crossing to the right bank at Tse-djang (Chinese name Tz'ŭ-chung) to the Catholic Mission at Tzŭ-ku. It recrosses to the left bank in stage 37 and in stage 38 makes a long steep ascent to A-tun-tzŭ.

Camping grounds.—Small and cramped.

Water.—Is good throughout.

Fodder.—Grazing poor.

Supplies.—Small quantities are obtainable at stages 10, 22, 29, 32, 35, and 39.

No. of stage and total distance.	DETAILS.	
1	CHIA-TOU	... 8 m. ? General direction north along the right bank of the Mekong. The road is rough and narrow and very difficult for mules.
8 m.		
2	?2	... 10 m. ? There is said to be a better road along the left bank.
18 m.		
3	PIAO-TS'UN	... 10 m ? A Min-chia village, surrounded by a mud wall. There is a rope bridge over the Mekong here, consisting of two hawsers of twisted bamboos, made fast on either bank to a stake, propped with big stones. Height 4,700 feet.
28 m.		
4	TO-NO	... 7 m. ? A small village. Height 5,216 feet.
35 m.		

ROUTE No. 44—*contd.*

5	?	...	8 m. ?	
43 m.				
6	HE-KI-PA	...	7 m. ?	Height 7,820 feet.
50 m.				
7	TA-TSE-SSŪ	...	8 m. ?	A village under Li-chiang. The residence of a Minchia
58 m.				
and a Lisu	Chief.			Height 5,050 feet.
8	SMALL HAM-LET.	...	8 m. ?	The road now becomes very rough and narrow.
66 m.				
9	CHÊ-YANG-SEN	...	8 m.	Pass the village of La-kou-ti <i>en route</i> .
74 m.				
10	CHÊN-KI-WEI	...	6 m.	Pass the extensive village of Fou-mu-ti ^e . There is a rope
80 m.				
bridge here to the small Chinese town of Ying-p'an-kai on the left bank.				
11	TA-HSIAO-CHUAN.	...	9 m.	A wretched little wooden village. Height 6,670 feet.
89 m.				
12	CHI-TIEN	...	5 m.	Route very bad and dangerous with steep slopes. Sick-
94 m.				
ness is very prevalent in the district, chiefly fever. Height 8,820 feet.				
13	CHUNG-TIEN-CHIEN.	...	4 m.	Height 8,220 feet.
98 m.				
14	FU-CHEN	...	11 m.	A Lama village. Height 6,960 feet.
109 m.				
15	KOU-CHEN	...	6 m.	Road very slippery. after rain. A small village.
115 m.				
16	TIEH-HO	...	7 m.	Route very bad. Pass Jo-ho <i>en route</i> . A small Lama vil-
122 m.				
lage. Height 6,575 feet.				

ROUTE No. 44—*contd.*

17	SÊ-CHANG	...	7 m.	Pass La-chi-in <i>en route</i> . Small village.
129 m.				
18	YIN-CHUAN	...	6 m.	Route now improves. A small town divided into two parts, and consisting of a few scattered houses. Height 7,350 feet.
135 m.				
19	HSIN-CHANG- P'IN.	...	13 m.	Pass Ta-tsu <i>en route</i> . Height 6,700 feet.
148 m.				
20	TO-TI	...	12 m.	A Lisu village. Height 6,925 feet. Cross a fordable stream <i>en route</i> .
160 m.				
21	TO-LO	...	8 m.	Cross several torrent. <i>en route</i> . Pass the village of Hê-sê-lin. Height of village, 6,380 feet. There are several gold mines on the left bank here.
168 m.				
22	FENG-CH'UAN	...	11 m.	Cross a large torrent by a bad wooden bridge, and pass large Lisu village of Tz'u-ki <i>en route</i> . Fêng-ch'uan is a large village surrounded by rice terraces. Large village of Wei-u-ten on the left bank opposite. There is a foot-path to the Salween at Tz'u- li from here.
179 m.				
23	SHAN-P'IN- CH'UAN.	...	6 m.	Route very bad. Pass Ts'i-pu <i>en route</i> . Height 5,450 feet.
185 m.				
24	CAMP NEAR RIVER.	...	5 m.	Cross a torrent and pass Pū-min <i>en</i> <i>route</i> . Camp in a wood close to the river. Bad ground.
190 m.				
25	LA-MÊ-TI	...	6 m.	Along the river and then up the hill side. Pass Wa-pu-mei <i>en</i> <i>route</i> . Road jungle-enclosed necessitating clearing. Small village. Height 6,300 feet.
196 m.				
26	LO-MÊ-TI	...	4 m. 2 f.	A Lisu village, the houses being built together under one roof, round a central rectangular court for defence. Height 5,550 feet.
200 m. 2 f.				

ROUTE No. 44—*contd.*

- 27 LO-ZA ... 8 m. 4 f. A steep climb at the start after which the road improves. Five torrents passed *en route*. A small Lisu village. Height 6,740 feet.
- 28 LUNG-KA ... 9 m. The valley now opens out and cultivation increases. Three torrents are crossed *en route* and the villages of To-pa, Miao-ki, Chan-chia-la-hei, Ti-lo, and Ki-chia, a large Mo-so village. Gold is washed in the vicinity.
- 29 IN-TO ... 8 m. 4 f. Following the river bank past No-ko and Lo-chan. In-to is a mixed Chinese and Lama village, connected with the small town of Hsiao-wei-hsi on the left bank by two cable bridges. There is a Catholic Mission here. Small supplies obtainable.
- 30 LO-CH'IAO ... 6 m. Still skirting the river passing Pê-lang-tung *en route*. A Lama village. Height 5,940 feet.
- 31 HA-LO FERRY ... 10 m. Pass Hai-hua and P'ing-tzü *en route*. Above Ha-lo the bank is impassable for mules. At Ha-lo there is one dug-out, 16 feet long, paddled by four men. The current is very swift, and the crossing dangerous in the rains. Mules are towed across.
- 32 K'ANG-P'U ... 8 m. Cross the Mekong at Ha-lo Ferry and ascend the left bank by a broad road, free from scrub. Pass two large villages Tang-chan, and Kuan-ts'ao-pa. K'ang-p'u is the residence of a Mo-so chief. Beyond the village is a white rectangular pagoda and a Lama monastery. Small supplies are here obtainable. From K'ang-p'u a route goes south to Wei-hsi.
- 33 TÊ-KU ... 9 m. Pass Hsin-tang and enter a small plain containing Yei-chih the residence of Mo-so chief, who belongs to the ancient royal family of Li-chiang. His territory extends a short distance to the east; to the north nearly as far as A-tun-tzû; south for two or three marches; and west beyond the Salween. Tê-ku is a Mo-so village, height 6,150 feet.

ROUTE No. 44—*concl'd.*

- 34 LAN-TU ... 18 m. 4 f. A good road passing the villages of Ngai-wa, Pa-lo-tso, Tse-ti
277 m. 6 f.
and the large Chinese village of Pa-ti.
- 35 TZŪ-KU ... 16 m. Cross a fordable stream near Lo-ta.
293 m. 6 f. The valley now contracts and the river having hollowed out the undercliff, the road for some distance is "bracketted" with planks built out from the hill side. The Mekong is crossed 1 mile above Tzû-ku by a two-cable rope bridge at Tse-djrang (Chinese name Tz'û-chung) mules being slung across. At Tzû-ku (height 6,550 feet) there is a French Catholic Mission. Small supplies obtainable. All villages above Tzû-ku are Tibetan.
- 36 GO-TRA ... 14 m. Passing Chiu-to-lang, Sa-ré and Tin-an-ko.
307 m. 6 f. There is a hot sulphur-spring at Go-tra (height 6,800 feet). From Go-tra there is a route *via* Lon-dre to Hkamti Long.
- 37 IT-SI ... 14 m. 4 f. Cross the Mekong by a two-cable rope bridge and pass the villages of Tsū-ye-tan and La-tsa on the left bank. The river runs during this stage through a long defile, the route being narrow and dangerous.
- 38 CHIA-PIEH ... 8 m. The road leaves the Mekong valley and ascends high cliffs to the village.
330 m. 2 f.
- 39 A-TUN-TZŪ ... 15 m. 2 f. The road continues to ascend steeply, passing Ch'iu-chü at 13½ miles (height 10,130 feet) and finally reaching A-tun-tzû at a height of 11,060 feet.

A-tun-tzû is a small town of three hundred families and forming one of the gates of China and Tibet, is of some commercial importance

From A-tun-tzû roads go west to Za-yul, north-west to Da-yal, *via* Ya-k'a-lo; north to Batang and north-east to Li-t'ang *via* Pang-tzû-la. Ferry over the Yang-tzé.

ROUTE No. 45.

FROM LI-CHIANG (HSIEN) TO A-TUN-TZŮ *viâ* THE
MEKONG VALLEY.

236 miles.

20 stages..

Authority.—Major Manifold, I.M.S., February 1900.

Epitome —A fair mule road, probably difficult for mules in stage 8 owing to snow. Later reports point to the road having been improved to facilitate the movement of troops from Yunnan to the Tibetan Marches.

The route ascends the right bank of the Yang-tze for 5 stages, then strikes west and crosses a snow-covered pass at 12,000 feet in stage 8 : afterwards descending a small valley to Wei-hsi in stage 9. Thence to the Mekong valley in stage 11 which it follows to K'ang-p'u, where it joins route 44.

Camping grounds.—Said to be good, except at stages 4, 6 and 10.

Water.—Good throughout.

Fodder.—Good grazing at stages 3, 7, 8 and 9.

Supplies.—Very small.

No. of stage and total distance.	DETAILS.		
1	A-HSI	... 15 m 4 f.	A fair mule path; general direction west.
15 m. 4 f. and enter a broad plain ; cross this and at mile 1½ cross a low watershed and descend into La-shih-pa plain (8,200 feet) 6 miles by 3 ; at mile 6½ commence ascent of ridge crossing it mile 11¼ at Mu-kushao (9,400 feet), thence a steady descent over path partly paved, through pine forest.			
2	SHIH-KU	... 8 m.	General direction south-west ; a fair and level mule path.
23 m. 4 f. Pass San-kou-shui at mile 1 and Ta-k'ou-shui at mile 1½. Thence by a path cut out of the hill side along the right bank of the Chin-sha (Yang-tze).			
3	SAN-KAI-TZŮ	... 16 m.	General direction north for 10 miles, then north-west. A
39 m. 4 f. large stream, the Ta-hsing Ho, is crossed near its junction with the			

ROUTE No. 45—*contd.*

Yang-tze by a broken plank bridge on brick piers. The road continues to ascend the right bank of the Yang-tze, passing at 2 miles the villages of Lin-kuan and Mu-kao and at 5 miles passes a large ravine running in from the west, at the mouth of which is Wan-wu-chai. The valley now widens out somewhat, and there are small cultivated patches of wheat, beans and poppy; at 10 miles is Chien-chan Ho, a village of about 350 inhabitants. The valley now contracts for four miles, the hills coming down to the edge of the river. At 16 miles the large village of A-ka-lo is passed about 2 miles from the left bank. San-kai tzû is a village of about 1,000 inhabitants, mostly Kachins.

Fodder.—A little grazing.

Supplies.—Good.

4	PAI-FÊN- CHIANG.	... 13 m. 4 f.	General direction north-west, fol- lowing the river
---	---------------------	----------------	---

53 m.
bank along which the village runs for a mile. The road then runs at a little distance from the river, separated from it by a stretch of cultivation for 2 miles, when it again skirts the river bank. At 4 miles the small village of Tz-u-ko is passed and at 5 miles the valley widens, and is well cultivated. In the 6th mile an excellent camping ground might be formed on high, flat ground, $\frac{1}{2}$ mile in breadth.

At 10 miles a large ravine running from the west is passed, $\frac{1}{2}$ mile up which is the good-sized village of Pa-la-ho. The stream is crossed by a wooden bridge on brick piers and the road then runs about 100 feet above the stream-skirting the hillside, passing at 12 miles the small village of Kao-ka-la. The hills then recede and there is some cultivation.

Pai-fên-chiang is a Kachin and Hsi-fan village of 20 houses.

Supplies.—Very small.

5	CHI-TIEN	... 9 m. 4 f.	General direction north-west. Still ascending the right
---	----------	---------------	---

62 m. 4 f.
bank of the river, the valley widening out; at 3 miles Chang-lao is passed, a village of 25 houses, and at 7 miles Wu-ma, where there is gold washing. The road is now separated from the river by a strip of cultivation and the Chu-la Ho is crossed by a plank-bridge. The valley now opens out into a cultivated plain and passing through Chu-la, the road reaches Chi-tien, a village which, with its suburb, contains about 500 inhabitants. The valley is here $1\frac{1}{4}$ miles wide and 2 miles long.

6	TI-P'AN-TAO	... 11 m.	General direction west-south-w e s t. Leaving the Yang-tze
---	-------------	-----------	--

73 m. 4 f.

ROUTE No. 45—*contd.*

the road ascends the right bank of a small tributary, the valley being narrow and dotted with small villages. At 6 miles San-cho-hsin, a small hamlet, is passed and at $7\frac{1}{2}$ miles the road crosses to the left bank of the Chiu-ti Ho, which is fordable, and the road, which is in good condition, makes a steep ascent through thick forest to the small village of Ti-p'an-tao (height, 8,950 feet).

7 LI-TIEN ... 7 m. General direction
west-south-west.

80 m. 4 f. The road ascends to Ti-yu-shu at 1 mile and then descends to the stream which now runs in a deep gorge with precipitous sides, afterwards opening out into a cultivated plain 3 miles wide, forming a good camping-ground. The road runs across the plain passing Ti-pu at 5 miles to Li-tien, the principal village of the valley, containing about 50 houses.

8 CAMP IN THE ... 9 m. General direction
YANG-AN HO west-south-west.

89 m. 4 f. VALLEY. The road, which is now a mere track, and very narrow, leads steeply up to the crest through snow, reaching the summit at $2\frac{1}{2}$ miles (height 12,000 feet). After crossing a snow-covered plateau for 2 miles, the road reaches a small stream—the Yang-an Ho—and at 6 miles begins to descend steeply into the valley. At $8\frac{1}{2}$ miles the valley widens out.

Camping ground.—On grass-land.—On the bank of the stream.

9 WEI-HSI ... 6 m. 4 f. General direction
(HSIEN). west. The road follows the Yang-an

96 m. Ho, which is spanned in several places by plank bridges, and reaches Wei-hsi, formerly a large town lying in a plain $\frac{3}{4}$ mile wide, and surrounded by a mud wall. Height 7,950 feet. It contains about 100 houses, and is the Head Quarters of a District Magistrate.

10 KA-KA-T'ANG ... 13 m. General direction
north-west. The

109 m. road continues to descend the Yang-an Ho valley, which is now very contracted, the path being narrow and difficult, and skirting the hillside. Passing the village of Lisu at $6\frac{1}{2}$ miles (30 houses) the road continues down the valley, crossing several small streams to Ka-ka-t'ang, a small village.

11 PEI-CHI ... 10 m. 4 f. General direction
north-west. The

119 m. 4 f. road passes Hsiao-li-fa at 3 miles and continues to descend the Yang-an Ho to its confluence with the Mekong at 7 miles, where it runs north, running

ROUTE No. 45—*concl'd.*

along the cliffs bordering the left bank of the Mekong, and passing the small hamlet of Chiang-pien reaches Pei-chi, a Chinese village of about 40 houses.

12 HSIAO-WEI-HSI ... 5 m. 4 f. General direction
north. The road
continues to skirt
125 m.
the hillside on the left bank of the Mekong, until it reaches Hsiao-wei-hsi (height 6,100 feet), a village of 30 houses, containing a French Catholic Mission-house. The village is connected by two rope bridges with In-to on the right bank.

13 K'ANG-P'U ... 15 m. 4 f. General direction
north-west. The
road, which is fairly
140 m. 4 f.
good, runs about 100 feet above the river, which is here bordered by sloping banks, covered with foliage and some grass. At 1 mile Pê-lang-tung (which lies on both banks of the stream) is passed and at 3 miles Chu-ta where there is a rope bridge. The valley continues narrow and at Ha-lo, mile 7, there is a ferry. At mile 12 the village of Tang-chan is passed situated on a large stream the Tang-chan Ho, and a mile beyond Kuan-ts'ao-pa. Here the valley widens out to $\frac{1}{2}$ mile and after passing Mi-po, 50 houses, (Ku-tsung) and crossing a ravine the road reaches K'ang-p'u.

14—20 A-TUN-TZŨ ... See route 44. Stages
32 to 39
235 m. 6 f.

ROUTE No. 46.

FROM LI-CHIANG (HSIEN) TO A-TUN-TZÜ *via* THE
YANG-TZE VALLEY.

191½ miles. 17 stages.

Authority.—Captain H. R. Davies, Major Manifold,
I.M.S. February 1900.

Epitome.—An alternative road to Tibet. An indifferent mule road, practicable for small parties only and probably impassable in winter in stage 10 owing to snow.

The road follows the right bank of the Yang-tze for 7 stages and in stage 8 ascends the valley of a small tributary, making a very steep narrow ascent through deep snow (in February) to the watershed, whence it descends to another tributary of the Yang-tze, and descends the valley to the main river. In stage 15 it joins Route 49.

Camping grounds.—Small and cramped.

Water.—Good.

Supplies.—Very small.

No. of stage and total distance.	DETAILS.	
1	A-HSI ...	15 m. 4 f.
15 m. 4 f.	2	SHIH-KU ... 8 m.
23 m. 4 f.	3	SAN-KAL-TZU ... 16 m.
39 m. 4 f.	4	PAI-FEN-CHIANG. ... 13 m. 4 f.
53 m.	5	CHI-TIEN ... 9 m. 4 f.
62 m. 4 f.	6	HSIA-KEN-TE ... 11 m.
73 m. 4 f.	General direction north by west. The road still continues to ascend the right bank of the Yang-tze. At 3½ miles the village	

See Route 45. Stages 1 to 4.

See Route 45. Stage 5.

ROUTE No. 46—*contd.*

of Pe-hou-tei is passed and Hsi-pa, $\frac{1}{2}$ mile beyond. The hills now come down close to the river, at $8\frac{1}{2}$ miles the road passes A-law, a small Kachin village of 12 houses, and continues to the camp, which is situated on the banks of the Hsia-ken Ho. The village of Hsia-ken-te is also called Ta-law.

7 ÊN-LO ... 12 m. General direction
north by west, still
along the right bank

85 m. 4 f.
of the Yang-tze. The valley has a wide strip of cultivation for $2\frac{1}{2}$ miles, where the hills close in on the river, and at $3\frac{1}{2}$ miles the road is very narrow and palm trees are seen for the first time. Crossing a stream by a wooden bridge at $3\frac{3}{4}$ miles the road ascends a fairly steep spur and passes Ta-ko at 5 miles, continuing to ascend to 7,700 feet whence a steep narrow descend is made to the Lung-pa Ho. Passing Lo-shui at $9\frac{1}{2}$ miles, the road passes a large cultivated ravine running in from the west. Lo-shui is a good sized village with fair supplies, an excellent camping ground on a small plain. Crossing the plain the ravine again contracts and the road passes along the hillside, about 50 feet above the river to Ên-lo, a small village. Height 7,000 feet.

8 NA-P'U ... 10 m. General direction
north by west for
4 miles, then west-

95 m. 4 f.
north-west. The road skirts the right bank of the Yang-tze closely for $2\frac{1}{2}$ miles, when the valley becomes very narrow, and reaching Ta-chi at 3 miles the road which becomes very bad, ascends the hillside, passing, Ni-ka-lo, and at a height of 8,150 feet descends steeply through thick trees to Ch'ih-p'u-ti on the Na-p'u Ho, just above its confluence with the Yang-tze. The village contains about 12 houses. No supplies. The road now leaves the Yang-tze and ascends the right bank of the Na-p'u Ho, which is here about 20 yards wide, the ravine being narrow but widening out somewhat on arriving at Na-p'u, a Tibetan village, where there is fair accommodation.

Supplies.—Small.

9 SE-KU-LA-HU ... 10 m. General direction
north-west.

105 m. 4 f.
The Na-p'u Ho is crossed at starting by a wooden bridge, and recrossed at Hsi-pa at 1 mile and again at 2 miles by wooden bridges, roofed and in good condition. At 4 miles the valley widens out, and there are several fair-sized villages of 20 to 30 houses on the right bank. The road passes Ta-chio at 6 miles, a good sized Hsi-fan and Kachin village on the left bank, and ascends about 300 feet above the stream, reaching Chiang-ko at 7 miles. The road now becomes bad and

ROUTE No. 46—*contd.*

ascends steeply up the ravine, which is now covered with thick tree-jungle, with no open ground or villages. At 10 miles Se-ku-la-hu, a Tibetan village, about 200 yards from the road. Height 8,750 feet.

10 RON-SHA ... 6 m. General direction
north by west.

111 m. 4 f. The road now ascends steeply to the crest of the range bordering the Na-p'u Ho, the road being in bad condition.

Passing the village of Sha-kang-ku-tu (5 houses) the road ascends steeply through thickly-wooded country, the track being narrow and often deeply covered with snow. The road is very difficult for pack animals and probably would be impassable in the winter, owing to snow-drifts. Height of pass 12,600 feet where the village of Ron-sha is situated.

11 CAMP ... 10 m. ? General direction
north. The road

121 m. 4 f. from the pass descends steeply to a large stream, and follows the right bank to the camp.

12 HSIEH-TS'ANG ... 8 m. 4 f. General direction
north. The road continues along the right

130 m.
bank of the stream to Hsieh-ts'ang.

13 KA-RI ... 10 m. ? General direction
north by west.

140 m. The road ascends the valley, and crossing the watershed, descends to a small stream, on the right bank of which is Ka-ri.

14 PANG-TZŪ-LA ... 11 m. General direction
north-east. The

151 m. road descends the right bank of the stream to Pang-tzû-la, to its junction with the Yang-tze. Height 7,200 feet. Pang-tzû-la contains 100 houses and is the residence of a T'u-ssu. Fair supplies. There is a ferry here over the Yang-tze.

15 CH'U-CHIO ... 11 m. }

162 m.

16 CAMP AFTER 15 m. 6 f. }

2ND RIDGE.

} See Route 49. Stages
5 to 7.

177 m. 6 f.

17 A-TUN-TZŪ ... 14 m. }

191 m. 6 f.

ROUTE No. 47.

FROM A-TUN-TZŪ TO YA-K'A-LO. (YEN-CHING).

71 miles.

6 stages.

Authority.—Captain H. R. Davies, March 1900.*Epitome.*—A road to Da-yul in Tibet. Ya-k'a-lo is on the borders of Tibet. Ssu-ch'uan, and Yün-nan.

A fair mule-road, passing over hilly country, bordering the left bank of the Mekong.

The road descends to the Mekong valley, and runs along the left bank, crossing numerous steep rocky spurs *en route*, bordered by small fordable streams.*Camping grounds.*—Small.*Water.*—Good.*Fodder.*—Grazing scarce.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.	
1	LIU-T'OU- CHIANG.	... 13 m. 4 f. General direction west-north-west. From A-tun-tzū
13 m. 4 f.	<p data-bbox="271 1073 1208 1507">(11,500 feet) up a narrow valley to the top of a ridge at $1\frac{1}{2}$ miles (12,600 feet). From here down a valley, 100 yards wide, passing some good grazing ground, and reaching Dong (A-tung) 20 houses, at 7 miles (9,400 feet). Just before reaching this village, the road to Ba-t'ang (8 stages away) goes off to the north. At Dong a bigger stream joins the valley from the north and the road goes down its left bank, crossing it at $10\frac{1}{2}$ miles. After this the road rises over a little spur, reaching the top at 13 miles (8,400 feet) and descends to Liu-t'ou-chiang (7,800 feet) which is on the left bank of the Mekong (2 houses). There are 8 houses opposite on the right bank from which more supplies can be got. A rope-bridge here crosses the river on the road to Tsa-rong. Bridge passable for mules. At $10\frac{1}{2}$ miles stream from right (10 yards by $1\frac{1}{2}$ feet). Wooden mule-bridge.</p> <p data-bbox="306 1507 659 1539"><i>Camping ground.</i>—Good.</p> <p data-bbox="306 1539 610 1570"><i>Fodder.</i>—No grazing.</p> <p data-bbox="306 1570 548 1602"><i>Supplies.</i>—Small.</p>	
2	CHIUNG-PU	... 12 m. 2 f. General direction north-north-west nearly level to Ke-
25 m. 6 f.	<p data-bbox="254 1692 753 1726">shu (6 houses) at $4\frac{1}{2}$ miles 7,900 feet.</p>	

ROUTE No. 47—*contd.*

Thence steeply up along the hillside reaching the top of a big spur at $6\frac{3}{4}$ miles (9,800 feet). From here fairly level along the hillside to Chiung-pu (20 houses) 10,000 feet.

Fodder.—A little grazing.

Supplies.—Fair.

3	NA-PU, OR NAKU.	... 13 m. 2 f.	General direction north-west. Road along the hillside
---	--------------------	----------------	---

39 m. getting gradually lower, passing Hsing-ta (3 houses) at $2\frac{1}{4}$ miles and Sung-ting (20 houses) at 9 miles. At $11\frac{3}{4}$ miles the level of the Mekong is reached at 7,700 feet and the road ascends a little round a spur to Na-pu (called La-p'u by the Chinese) 10 houses (8,000 feet).

Camping ground.—In fields.

4	PA-MIEN (PA-MEI).	... 9 m.	General direction north. Road still along the hillside
---	----------------------	----------	--

48 m. up the Mekong valley, passing at $1\frac{1}{4}$ miles a rope bridge to the village of Chin-du-k'a on the right bank of the river. The road is nearly level to 8 miles (7,900 feet). From here it rises steeply to Pa-mien, 15 houses (9,300 feet).

Camping ground.—Round houses and in fields. •

Supplies.—Small.

5	PA-YUNG-KO (KUO-YUNO PA).	12 m. 4 f.	General direction north-west. Up hill reaching the top of
---	---------------------------------	------------	---

60 m. 4 f. a big spur at $2\frac{3}{4}$ miles (10,900 feet). From here down passing I-t'e-shu (4 houses) at 6 miles and reaching the bottom at $8\frac{1}{2}$ miles and crossing a small stream (9,500 feet). From here steeply up reaching the top of a spur at $10\frac{1}{2}$ miles, leaving Mi-chia-gong (2 houses) on the right (11,500 feet). From here nearly level to Pa-yung-ko (Kuoyung-pa on Chinese maps (5 houses) 11,500 feet).

Rivers.—At $8\frac{1}{2}$ miles stream from right (7 yards \times 1 foot).
Wooden mule-bridge.

Camping ground.—Good.

Supplies.—Small.

Water.—From nearly $\frac{3}{4}$ mile off to the south on the road.

6	YA-K'A-LO	... 10 m. 2 f.	General direction north-west. Fairly level along hillside
---	-----------	----------------	---

70 m. 6 f. for 2 miles. Then down steeply to 9,000 feet at Zo-long (1 house) at $3\frac{1}{2}$ miles where a stream is crossed. From here uphill to the top of a spur at 6 miles (11,100 feet). From here down to P'u-ting which is the first bit of the straggling village of Ya-k'a-lo, which contains altogether 100 houses. Good camping grounds and a

ROUTE No. 52—*contd.*

little grazing. No large supplies. Height 9,400 feet. The salt mine village, called Chia-ta, is $1\frac{1}{2}$ miles further on on the bank of the Mekong. Ya-k'a-lo is also called Ts'a-k'a-lu, and is called Yen-ching by the Chinese.

From Ya-k'a-lo a road leads north-east to Ba-t'ang in Ssû-chuan, 92 miles *via* Pa-mu-t'ang (45 miles). Another road leads to Li-t'ang 178 miles *via* Ya-ra-gong (72 miles).

ROUTE No. 48.

FROM LI-CHIANG (HSIEN) TO CHUNG-TIEN
(HSIEN).

About 75 miles.

7 stages.

Authority.—Captain H. R. Davies (from Native information).

Epitome.—Believed to be a practicable mule road—crosses the Yang-tze Chiang at A-hsi ferry, then runs north to Chung-tien: no details available.

No. of stage and total distance.	DETAILS.			
1	A-HSI-FERRY	15 m. 4 f.	See route 45 Stage 1.	
15 m. 4 f.	2	MU-PIEH-WAN	9 m. 4 f.	
25 m.	3	LA-SA-KU	... 10 m.	
35 m.	4	LAO-SHIH-WAN	... 10 m.	
45 m.	5	TO-MU-LANG	... 10 m.	
55 m.	6	HSIAO CHUNG TIEN.	.. 10 m.	
65 m.	7	CHUNG-TIEN	... 10 m.	
75 m.				

ROUTE No. 49.

FROM CHUNG-TIEN TO A-TUN-TZŪ *viâ* PANG-TZŪ-LA FERRY.

88 miles.

7 stages.

Authority.—Captain H. R. Davies, April 1901.*Epitome.*—A very fair mule road but hilly in stages 4 to 6 and stony in stages 3 and 4. It has probably been improved of late and in 1912 was reported, from Chinese sources, to be passable for vehicles.

The road runs over undulating country for a stage and then ascends the watershed of the left bank of the Yang-tze, reaching the summit (13,100 feet) in stage 2. Thence the road descends gradually to the river which is crossed in stage 4 at Pang-tzŭ-la ferry.

The road then crosses three high ridges in succession, the first crossed in stage 6 (height 15,500 feet) being the watershed. In stage 7, the road descends to A-tun-tzŭ.

Camping grounds.—Good except at stages 2 and 3.*Water.*—Good throughout.*Fodder.*—Poor grazing.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.		
1	YUNG-KU	... 9 m.	General direction north-west. Path good; an easy
9 m.	march. Level down plain, cross stream at mile $1\frac{1}{4}$ to Wan-ch'ih-ka at mile $2\frac{1}{4}$, over low ridge 12,300 feet at mile 3; down to swampy, grassy plain, skirt this, past Nai-ju at mile 5, Ta-ra at mile $6\frac{1}{4}$ to mile 8, where plain ends; over low spur into valley at Yung-ku (2 houses) at mile 9, 12,200 feet.		
<i>Rivers.</i> —At mile $1\frac{1}{4}$ cross stream 2 feet deep, 15-yard wood bridge.			
<i>Camping ground.</i> —Good.			
<i>Fodder.</i> —Good grazing.			
<i>Supplies.</i> —None.			
2	NI-SSŪ	... 15 m. 4 f.	General direction north-west. Path good. Up valley,
24 m. 4 f.	ascent very gradual to top of pass at mile $2\frac{1}{4}$, 13,100 feet, down at		

ROUTE No. 49—*contd.*

first very gradual descent, pass hamlet at mile 5 to T'an-tui (30 houses), scattered, 10,500 feet, mile $8\frac{1}{4}$; very gradual rise on hillside to Ni-ssû (12 houses) on cultivated ridge, 11,500 feet at mile $15\frac{1}{2}$.

Camping ground.—In fields.

Supplies.—Very small.

3 CH'IAO-T'OU 12 m. 2 f. General direction
north-west. Path
fair but stony. Down

36 m. 6 f.
valley along gentle hill slopes; pass Dzo-kué (12 houses) in two bits, at mile $1\frac{3}{4}$, 10,900 feet; gradually descend to 10,400 feet at mile $3\frac{1}{4}$, up slightly to Chi-tang (8 houses) at mile $4\frac{3}{4}$, 10,600 feet. Very gradual descent to mile $5\frac{3}{4}$ then down steep path, stony, to Hsien-to-shu (4 houses) at junction of two valleys. Cross stream at mile $8\frac{1}{4}$, 8,000 feet, up gradually on hillside to mile $9\frac{3}{4}$, 8,300 feet then steep down to Hsien-to at junction of 2 valleys (10 houses) 7,600 feet mile $10\frac{1}{2}$; down valley to mile $11\frac{3}{4}$. Then turn into valley of small river, up this to Ch'iao-t'ou at mile $12\frac{1}{4}$ (10 houses), 7,000 feet. Residence of a Hsun-kuan.

Rivers.—At mile $8\frac{1}{4}$ cross stream 9 yards by 1 foot.

At mile $12\frac{1}{4}$ cross small river, fast current, 10 feet deep, by 30-yard wood cantilever bridge.

Camping ground.—Beyond stream north-west of village.

Supplies.—Small.

4 PANG-TZÛ-LA 10 m. 4 f. General direction
north-west. Path
fair, stony. Up

47 m. 2 f.
steep over ridge 7,800 feet at mile $\frac{1}{2}$ into valley of Yang-tze; up this on hillside, dip to mile $2\frac{1}{4}$, 7,200 feet, then up over spur at mile $3\frac{3}{4}$, 8,000 feet, down to river bed at mile $6\frac{1}{4}$, gradual rise to 7,700 feet at mile $7\frac{1}{2}$, then gradually down to ferry at mile 10, cross the river and up cultivated slopes to Pâng-tzû-la, 7,200 feet at mile $10\frac{1}{2}$ (100 houses scattered), residence of a T'u-ssû with good house who will accommodate travellers.

Rivers.—At mile 10 cross Chin-sha-chiang (Yang-tze) 100 yards wide, deep, current moderate, one big boat 50 feet long, pointed bow, 15 feet wide at stern, flat bottom, 16 mules and loads crossed in two journeys in 1 hour.

Camping ground.—In fields.

Supplies.—Fair quantity of rice obtainable.

5 CH'U-CHIO ... 11 m. General direction
north-west. Path
very fair; up valley

58 m. 2 f.
which divides at mile $1\frac{1}{4}$, follow right-hand branch; up steady

ROUTE No. 49—*contd.*

sometimes on hillside, sometimes in *nala* bed, to ridge at Ra-nyi-ku-ka at 9,600 feet, mile 4; rise slightly on hillside to 9,800 feet at mile $5\frac{1}{4}$; level past Duin-da at mile $7\frac{1}{2}$; down gradually on hillsides, then steep into side *nala* 9,200 feet at mile $9\frac{3}{4}$; up steep over spur, then level on hillside to Ch'u-chio (4 houses), mile 11, 9,800 feet. Large Lamassery of Tung-chu-ling above on hillside.

Camping ground.—In fields.

Supplies.—Small; fairs are held.

6	CAMP AFTER SECOND RIDGE.	15 m. 6 f.	General direction north-west. Up hill steadily, leaving Pe- ke 2 houses on the left at $1\frac{1}{2}$ miles, and reaching the top of the first ridge, which is the watershed, at 11 miles, 15,500 feet. From here there is a drop to 14,700 feet at $12\frac{1}{2}$ miles. From here up hill again to the top of the second ridge at 14 miles (15,700 feet) and down again to 14,900 feet, at $15\frac{3}{4}$ miles.
---	-----------------------------	------------	---

Camping ground.—On flat ground.

Water.—Good.

Fodder.—Grazing scanty.

7	A-TUN-TZÛ	... 14 m.	General direction north-west. Up hill to the top of the third ridge at $1\frac{3}{4}$ miles (15,800 feet). From here steadily down hill with occasional little bits of up hill reaching 12,700 feet at 9 miles. Hence up to 13,400 feet at $10\frac{3}{4}$ miles. From here steeply down till a small stream is crossed at 13 miles (11,400 feet). From here very gradually up a valley to A-tun-tzû (100 houses and large monastery) at 11,500 feet.
---	-----------	-----------	---

Fodder.—None.

Supplies.—Fair.

ROUTE No. 50.

FROM CHUNG-TIEN TO CHI-TIEN.

*About 43 miles.**4 stages.**Authority.*—Captain H. R. Davies, March 1900 (from native information).*Epitome.*—This is a trans-Yang-tze route, crossing the river at T'ien-lai-mo ferry and joining route No. 45.

No other information available.

No. of stage and total distance.	DETAILS.	
1	HSIAO-CHUNG-TIEN.	... 12 m. ?
12 m.	2	CH'ING-HSIANG-SHU. 11 m. ?
23 m.	3	KE-LU-WAN ... 12 m. ?
35 m.	4	CHI-TIEN ... 8 m. ?
43 m	Cross the Yang-tze at T'ien-lai-mo Ferry.	

} General direction
south by west.

ROUTE No. 51.

FROM CHUNG-TIEN TO MU-LI (OR MI-LI) IN SSU-CH'UAN.

119 miles.

9 stages.

Authority.—Captain H. R. Davies, March 1900.

Epitome.—A fairly good mule road across very hilly country. After running nearly level for a stage, the road makes steep ascent to the summit of a range at 14,900 feet, descending thence steeply to the Tao-ni Ho in stage 5. Crossing another steep range (height 12,500 feet) in stage 6, the road descends steeply to the Di-long river. Thence it ascends steeply to 15,000 feet, and after crossing several steep spurs, descends to Mu-li.

Camping grounds.—Good at stages 1, 2, and 3. Fair at the other stages, though jungle-clearing would be necessary in stages 7 and 8.

Water.—Good.

Fodder.—Fair grazing generally throughout.

Supplies.—Very small, none at stages 7 and 8.

No. of stage and total distance.	DETAILS.		
1	TA-LUNG	... 19 m. 2 f.	General direction north-east. A nearly level road the whole way. The road passes over the Chung-tien plain and at 5 miles crosses a low spur into a plain about $1\frac{1}{2}$ miles each way at $7\frac{1}{4}$ miles. Crossing a series of low spurs about 300 feet high the road descends into the Pai-niu pa plain at $10\frac{1}{4}$ miles. The plain is two miles wide and contains about 20 scattered houses. At 19 miles the road ascends a grassy valley watered by a small stream and reaches Ta-lung, which contains about a dozen scattered houses. Height 12,350 feet.
19 m. 2 f.			
<i>Camping ground.</i> —Large.			
<i>Water.</i> —Good.			
<i>Fodder.</i> —Good grazing.			
<i>Supplies.</i> —Small quantity of wheat and straw.			
2	MING- YU HO	... 14 m. 2 f.	General direction north-east. The road ascends the valley, which is here 200 yards wide and at $6\frac{1}{4}$ miles reaches an eleva- tion of 14,500 feet whence it descends, gradually for $3\frac{1}{2}$ miles and
33 m. 4 f.			

ROUTE No. 51—*contd.*

then more steeply, to a stream which is reached at $10\frac{1}{4}$ miles. The road descends the valley of the stream, steeply in places, to Ming yu Ho, 12 houses. Height, 9,600 feet.

Rivers.—The small stream is 10 yards wide and $1\frac{1}{2}$ feet deep.

Camping ground.—Good.

Water.—Good.

Fodder.—A little grazing

Supplies.—Small quantities of maize, straw and flour.

3 RAN-DA OR ... 10 m. 6 f. General direction
LUNG TA- ... east. The road
44 m. 2 f. SHO. ... runs level for $\frac{3}{4}$ mile
to the second part of Ming-yu Ho and then ascends steeply for
 $1\frac{3}{4}$ miles. After a more gradual ascent of $1\frac{1}{2}$ miles, the road ascends
steeply to the crest of the valley, reaching the summit (14,900 feet)
at $5\frac{1}{2}$ miles. It descends fairly steeply past a deserted cattle village,
and then more steeply to Ran-da (5 houses). Height, 11,300 feet.

Camping ground.—Good.

Water.—good.

Fodder.—Little grazing.

Supplies.—Very small.

4 WEI-JIH ... 13 m. General direction east-
south-east. The
57 m. 2 f. ... road descends the
valley steeply, crossing the stream at $\frac{1}{2}$ mile, and after running with
easy gradients for 5 miles along the hillside descends, steeply in places
crossing the stream at $11\frac{3}{4}$ miles and reaching Wei-jih (or Wu-jih)
at a height of 8,200 feet. The village contains 15 houses.

Rivers.—The stream crossed *en route* is 15 yards wide and, foot
deep.

Camping ground.—Fair.

Supplies.—Small quantities of flour and maize.

5 TZŪ-LO ... 13 m. 2 f. General direction east
north-east. The
70 m. 4 f. ... road still descends
the valley passing Ke-tzu 5 houses, at $3\frac{1}{4}$ miles and crosses the
stream at Wa-ya (80 houses) at $5\frac{3}{4}$ miles. Here are fairly good
supplies and camping grounds. The road descends the right
bank until it reaches the Tao-ni Ho at $8\frac{3}{4}$ miles. The road then
crosses the stream and ascends steeply for 2 miles and then more
easily to Tzū-lo, 4 houses. Height 9,500 feet.

Rivers.—The Tao-ni Ho is 35 yards wide, 6 feet deep, spanned
by wooden mule-bridge, 40 yards long. The stream crossed at
 $5\frac{3}{4}$ miles is 15 yards wide, $1\frac{1}{2}$ feet deep, spanned by a wooden mule
bridge.

ROUTE No. 51—*contd.*

Camping ground.—Good.

Water.—Good from a small stream.

Fodder.—Fair grazing.

Supplies.—None.

6 LEI-LUNG ... 11 m. 6 f. General direction east-north-east. The

82 m. 2 f. road ascends steeply till the crest of the valley is reached at $2\frac{3}{4}$ miles at an elevation of 12,500 feet. The road descends, gradually for $3\frac{3}{4}$ miles, and then steeply to the Di-long river, which is crossed at $10\frac{3}{4}$ miles and the road ascends steeply to Lei-lung, a village of 25 houses, scattered, over a cultivated hillside. Height 7,050 feet.

Rivers.—The Di-long river is 50 yards wide, with strong current. It is spanned by a wooden mule-bridge, 70 yards long.

Camping ground.—Fair.

Fodder.—Fair grazing.

Supplies.—Small.

7 CAMPING 15 m. 4 f. General direction east-south-east. The

97 m. 6 f. GROUND IN JUNGLE. road ascends the narrow valley of a small stream to the summit of the range (height 15,000 feet) at $11\frac{1}{2}$ miles. It then runs easily along the top of the ridge to the camp. Height 15,000 feet.

Camping ground.—There is no village near, but a camping ground can be cleared.

Fodder.—Fairly good grazing.

8 CAMPING ... 12 m. General direction north-east. Crossing

109 m. 6 f. GROUND IN JUNGLE. two spurs, the road descends to a small stream, where a camp could easily be cleared. Height 13,600 feet. The road then ascends to the summit of the range, which is reached at $6\frac{1}{2}$ miles at an elevation of 15,200 feet. The road then descends, steeply at first then more easily to a small stream where there is a clearing of 100×150 yards and more could be cleared. There is no village near. Height 11,800 feet.

Rivers.—The small stream crossed at mile $4\frac{1}{2}$ is 36 yards broad but shallow and is spanned by a wooden mule bridge.

Water.—Good.

Fodder.—Fair grazing.

9 MU-LI OR MI-LI ... 9 m. General direction north-east. The

118 m. 6 f. road ascends steeply at first, and then more easily to the summit of the range

ROUTE No. 51—*contd.*

at $2\frac{1}{2}$ miles (13,000 feet); after crossing another spur the road descends steeply at first and then more easily to Mi-li. From Mi-li a road leads north-north-east to Ta-chieu-lu *via* Nak-chu-ka (Baurong). Another road leads east by north to Mien-ning Hsien—164 miles, 16 stages *via* Pe-tiao (55 miles) and Hua-kan (103 miles).

ROUTE No. 52.

FROM CHUNG-TIEN TO YUNG-NING.

85 miles. 6 stages.

Authority.—Captain C. Ryder, March 1900.*Epitome.*—A fair mule-track but narrow and stony in stages 4 and 5.

Passing over undulating country in stage 1, the road ascends to the summit of a range (height 13,900 feet) in stage 2 and after a steep descent, ascends to the watershed of the Chin-shui Ho, reaching the summit (height 11,800 feet) in stage 4.

It then descends, steeply in places, to the river, which is crossed by boat ferry in stage 5 and after an ascent to 12,900 feet the road descends to Yung-ning.

Camping grounds.—Small except at stage 1.*Water.*—Good.*Fodder.*—Good grazing at stages 1 and 2.*Supplies.*—Very small.

No. of stage and total distance.	DETAILS.
1	PAI-NIU-FA ... 14 m. 4 f. General direction east. Path good. The road crosses the Chung-tien plain passing over a marshy stream by a wood bridge at 1 mile, and at 3 miles crosses the low downs bordering the plain and descends to Ho-sha at 5½ miles. Crossing a fordable stream, the road passes over a low spur into a valley along which it runs, passing So-na-pi at 8 miles. Crossing low hills, the road reaches another valley and passes several small Ku-tsung villages at mile 11½, 12½, and 13½ all called Pai-niu-pa. <i>Camping ground.</i> —At a small village lying in a grassy valley. <i>Fodder.</i> —Grazing good. <i>Supplies.</i> —Nil.
2	TA-AI-TUNG 15 m. 2 f. General direction east. Path good. The road ascends the grassy valley which is ¼ mile wide and swampy in places. The crest is reached at 8¾ miles (height 13,900 feet) and the road descends into another grassy valley—gradually at first and at 12 miles steeply to Ta-ai-tung (1 house). Height 9,400 feet. <i>Rivers.</i> —In mile 1 cross stream twice by wooden bridges.

ROUTE No. 52—*contd.*

Camping ground.—On hill side.

Supplies.—Nil.

3 MU-SHÊN-TU 15 m. 4 f. General direction east.

45 m. 2 f.

Path fair. The road descends the valley, crossing the stream at $2\frac{1}{4}$ miles, and recrossing at 3 miles. The road descends past La-pa ($4\frac{1}{4}$ miles) and an old temple at 5 miles, Ho-tzu, a scattered village at 7 miles, and at 10 miles again crosses the stream. Passing Chung-ts'un (3 houses), at $12\frac{1}{4}$ miles, the road still descends the stream which receives a large tributary on its left bank at $13\frac{1}{2}$ miles and finally reaches camp at Mu-shên-tu 15 houses. Height 7,700 feet

Rivers.—Stream 10 yards wide crossed by wooden bridges.

Camping ground.—In fields.

Supplies.—Small, a little rice obtainable.

4 CHUA-TZU 11 m. 2 f. General direction east.

56 m. 4 f.

Path narrow and stony. The road ascends fir-clad slopes, past A-ku (2 houses) at $1\frac{1}{2}$ miles, to a saddle at 3 miles and thence ascends steeply to the top of the range at $4\frac{1}{2}$ miles (height 11,800 feet). It then descends, gradually at first and at 7 miles steeply, by a zig-zag path along the hillside to Chua-tzu, 8 houses. Height 6,500 feet.

Camping ground.—In fields.

Supplies.—Very small.

5 T'O-HUA ... 12 m. 6 f. General direction east.

69 m. 2 f.

Path narrow and stony. The road ascends along the hillside to the ridge overlooking the Chin-shui Ho which is reached at $2\frac{1}{4}$ miles. Height 6,900 feet. It then slants down the hillside, descending to the Chin-shui Ho at its junction with a tributary stream. Crossing the river at $3\frac{1}{4}$ miles, the road ascends to about 1,000 feet above the stream and follows the valley of the Chin-shui Ho and then, crossing into another valley at $7\frac{3}{4}$ miles, passes Ka-lo (10 scattered houses) which is surrounded by cultivated slopes, and crossing a spur runs up another valley, by a narrow and stony path to T'o-hua, 4 houses. Height 9,300 feet.

Rivers.—The tributary of the Chin-shui Ho is 80 yards wide and full of rapids. Mules can swim across. There is one boat taking 6 mule-loads.

The Chin-shui Ho is 150 yards wide with a deep fast current. It runs in a bed 250 yards wide and the river rises 30 feet in the rains.

The same ferry boat serves both rivers.

ROUTE No. 52—*contd.*

Camping ground.—In fields.

Supplies.—Small.

6 YUNG-NING ... 15 m. 4 f. General direction east.

84 m. 6 f. Fair path. The road ascends the hillside, steeply in places to the summit at 7 miles (height 12,900 feet) and then descends by a rocky path steeply to Yu-yi, 2 houses, at $10\frac{1}{2}$ miles. It then descends fairly easily over somewhat broken ground to a stream at $12\frac{1}{2}$ miles and ascends a broad spur to Kê-tu-lo, whence it descends a small valley and, crossing a large stream at 15 miles, skirts the plain to Yung-ning.

Rivers.—Stream at $12\frac{1}{2}$ miles 10 yards wide, 1 foot deep. Crossed by wood cantilever bridge.

Stream at 15 miles, 20 yards wide, 2 feet deep. Crossed by wood cantilever bridge.

Yung-ning is on the border of Yün-nan and is the Head-Quarters of a District Magistrate. A road goes thence north to Mu-li or Mi-li whence a road leads to Ta-chien-lu.

ROUTE No. 53.

FROM LI-CHIANG (HSIEN) TO YUNG-NING.

*About 90 miles.**8 stages.**Authority.*—Lieutenant W. H. Jeffery (from native information), 1905.*Epitome.*—The route runs up the tongue of land formed by the bend of the Yang-tze-chiang and meets route 52 near T'o-hua.
Country bare and thinly populated.

No. of stage and total distance.	DETAILS.		
1	HEI-PEI-SHUI	...	16 m.
16 m.			
2	MIN-YIN-SHUI	...	18 m.
34 m.			
3	TS'ANG-TSUNG- PI.	...	8 m.
42 m.			
4	LA-PO	...	16 m.
58 m.			
5	FENG-K'OU	...	11 m.
69 m.			
6	T'O-HUA (?)	...	5 m. Cross Yang-tze in this stage.
74 m.			
7	YUNG-NING	... 15 m. 4 f.	See Route 52, Stage 6.
89 m. 4 f.			

ROUTE No. 54.

FROM A-HSI TO TA-KU ON THE YANG-TZE.

47 miles.

4 stages

Authority.—Lieutenant W. H. Jeffery (from native information), 1905.

Epitome.—There is no road on the right bank of the Yang-tze Chiang to Ta-ku; on the left bank, but not keeping strictly to it, there is a route used by medicine diggers to escape the "likin" taxation on the main route. It is said to be passable for mules.

No. of stage and total distance.	DETAILS.		
1	SAN-CHIA-TS'UN	8 m.?	Cross Yang-tze at A-hsi ferry.
8 m.	2	CHIAO-T'OU	... 14 m. ?
22 m.	3	YA-CHA-KUO	... 14 m. ?
36 m.	4	TA-KU	... 11 m ?
47 m.			

ROUTE No. 55.

FROM YUNG-PEI (HSIEN) TO YUNG-NING.

111 miles.

8 stages.

Authority.—Lieutenant W. H. Jeffery, July 1905.

Epitome.—Mule track, difficult after rain. A pass of 11,350 feet with easy gradients is crossed in stage 7. An unfordable river is crossed by a wooden mule bridge in stage 5. Numerous other rivers and streams are crossed the larger of them by wooden bridges. The country is in parts heavily clothed with forests free from under growth; in parts open downs and cultivated valleys. The inhabitants are Man-tzu, Mo-so, Hsi-fan and a few Chinese.

Camping grounds.—For at least one battalion except at stage 4 where is accommodation in paddy fields only.

Water.—Unlimited throughout.

Fuel.—Abundant except at stages 4 and 8 where it has to be brought from a distance of $\frac{1}{2}$ to $\frac{3}{4}$ mile.

Fodder.—Good grazing except at stage 4.

Supplies.—Small quantities of sheep, goats, fowls, Indian corn and buckwheat at stages 4, 5 and 8. Rice at stage 4.

No. of stage
and total
distance.

DETAILS.

1	SHAO-PING	... 12 m.	Start north through cultivation on badly paved, level road.
---	-----------	-----------	---

12 m.

At mile 1 cross stream by stone single arch bridge, 24 feet long, 10 feet wide, height above water 25 feet. At mile 3 stone bridge over 'nullah' 20 feet deep; water shallow. Skirt the foot of the hills. At mile 6 begin ascent; turn east up a stream and then north: earthen track very slippery after rain and difficult for mules. Low jungle with scattered pines. At mile 9 the summit 9,600 feet. A grassy hollow with room to camp $\frac{1}{2}$ Battalion. Then wade down stream in a rocky valley which gradually widens and becomes cultivated.

Camp.—In fields near village of Mantzu, 5 houses and some scattered farms. Room for 2 Battalions with mule transport.

Water.—From stream.

Fuel.—Ample.

Fodder.—Good grazing.

Supplies.—Nil.

Time for mules.—7 hours.

ROUTE No. 55—*contd.*

Altitude 8,750 feet.

2

PO-LO-TI

... 16 m. Start south-east skirt-
ing foot of hills by
left bank of stream.

28 m.

At mile $\frac{1}{4}$ bend east. At mile $1\frac{1}{4}$ swift stream 10 yards by 2 feet;
bend north. At mile $2\frac{1}{2}$ swift stream 10 yards wide. Ford 2 feet
deep just below plank foot bridge. Room for small camp here.

At mile $2\frac{3}{4}$ cross another stream 12 yards wide: swift current,
rocky bed. Ford 2 feet deep 50 yards above plank foot-bridge.
Camp for one battalion, 8,650 feet; many goats. Follow right
bank southward.

At mile $4\frac{3}{4}$ bend east-north-east up side valley in pine woods;
then ascend east. At mile $5\frac{1}{2}$ bend north and again east. At
mile $6\frac{1}{4}$, 9,750 feet, descend through woods to mile $7\frac{1}{4}$, 9,570 feet.
At mile $9\frac{1}{2}$ cross stream by log bridge, 10 yards, 9,000 feet. At
mile $9\frac{3}{4}$ room for a large camp water and fuel abundant. At mile 71
room for $\frac{1}{2}$ battalion to camp, water and fuel handy, 8,800 feet.
At mile $11\frac{1}{4}$ room for a large camp. At mile $14\frac{1}{2}$ cross river 20
yards wide. Ford 2 feet deep 300 yards below the foot bridge.
8,580 feet. Up a spur through pine woods to 8,900 feet at mile
15; fall to 8,760 feet and rise to 9,050.

At mile 16 Po-lo-ti 5 houses, Hsifan.

Camp.—For one battalion.

Water.—Near village

Fuel—Plentiful

Fodder.—Good grazing.

Supplies—Nil.

Time for mules.—7 hours.

3

YA-SHAO-P'ING

17 m. Mule track paved in
places.

45 m.

Start north-east. Ascend with some undulations till mile $2\frac{3}{4}$,
9,650 feet; bend north through wood with occasional open glades.
Descend to 9,200 feet mile $5\frac{1}{4}$ and cross stream 10 yards by $1\frac{1}{2}$ feet.

At mile $5\frac{3}{4}$ room for a large camp; cross river 25 yards by 1 foot.
At mile $6\frac{3}{4}$ a Lama tomb, stone-built. At mile $7\frac{1}{4}$ a Lama tomb
of tiles. Traverse cultivated valley $\frac{3}{4}$ mile wide. Room for very
large camp among the buckwheat. Water and fuel abundant
9,300. Rise to 9,620 at mile $10\frac{3}{4}$, then fall to a stream at mile 11
9,450. Ascend through open country where many horses, sheep
and cattle graze to mile $14\frac{1}{4}$ 10,100 feet. Then over rolling country
north-north-west. At mile 17 Ya-shao-p'ing 21 houses, Chinese.

Camp.—For 2 battalions. 9,350 feet.

Water.—From stream.

ROUTE No. 55—*contd.*

Fuel.—Abundant.

Fodder.—Grazing abundant.

Supplies.—Sheep, goats, fowls and Indian corn in small quantities.

Time for mules.—7½ hours.

4 TA-TS'UN-KAI ... 16 m. Continue north-north-west down main valley among pines. At 61 m.

mile 2 road bifurcates; go north-north-east. Cross river by log mule bridge 21 feet long; 8,700 feet. At mile 2¼, cross rapid stream 10 feet by 2 feet. Then through bare country in which cattle, horses and goats graze. At mile 3¾ 9,300 feet, thence descend through broad downs with many farms to mile 6, Lang-chi-chu, 30 houses, Mo-so and Chinese, surrounded by a mud wall 5 feet to 9 feet high 2 feet thick and in disrepair. Residence of a Mo-so T'u-ssū and of a Hsūn Kuan 8,900 feet. At mile 8, Pei-chih-shu, 10 houses, Mo-so. Descend to a small stream at mile 8½; 8,400 feet. Follow right bank of river till mile 12¼; cross it by good wooden cantilever bridge fit for mules, 21 yards long, height above water 12 feet. Enter a paddy plain with several farms and small villages. At mile 13½ rise out of the plain by an earthen ascent, slippery in wet weather. At mile 15 cross a stream flowing in a second paddy plain with many mud walled log villages. At mile 16 Ta-ts'un-kai 60 houses Chinese.

Camp.—In the fields when dry; 7,900 feet.

Water.—From streams, would require boiling.

Fuel.—At a distance of 1 mile.

Fodder.—Grazing at a distance of ¾ mile.

Supplies.—Rice in small quantities, other supplies on market days 9 times a month.

Time for mules.—8 hours.

5 PA-ERH-CH'IAO 14 m. For 7 miles the track is paved or cobbled and very wet and

75 m.
slippery.

Start north-north-east. Cross two streams. At mile 2½ a log mule-bridge 18 feet long, village of 20 houses. At mile 4½ a village of 20 houses. At mile 5 Pao-tu 50 houses 7,820 feet coal is worked here.

Road bifurcates, take the lower branch going north, cross two streams. At mile 5½, 20 houses. At mile 7, rise out of the plain. At mile 8½ 8,620 feet; descend to a stream at mile 10, 8,360; then rise. At mile 11 the disused silver mine Erh-p'in-ch'ang. At mile 12, 9,200 feet, then descend steeply to a plain at mile 13, 8,620 feet. At

ROUTE No. 55—*contd.*

mile $13\frac{3}{4}$ an unfordable river crossed by a wooden mule bridge, 27 feet long $4\frac{1}{2}$ feet roadway 4 feet above water. At mile 14, Pa-êrh-ch'iao, 50 houses in one street.

Camp.—For large numbers. 8,600 feet.

Water.—Good and unlimited.

Fuel.—Abundant.

Fodder.—Good grazing.

Supplies.—Corn, buckwheat and beans.

Time for mules.— $6\frac{1}{2}$ hours.

6 PI-YI ... 10 m. Start north-west. For
85 m. $3\frac{1}{2}$ miles traverse a cultivated plain then

rise on to a plateau at mile 6—9,730 feet. At mile $6\frac{1}{2}$ 9,700 feet, then descend a cultivated valley which gradually widens into a plain traversed by a river. At mile $9\frac{1}{2}$, cross the river, 30 feet by 3 feet, by a log mule bridge and bend south to Pi-yi. 8 houses, Mo-so.

Camp.—In fields, 9,000 feet.

Water.— } Abundant.

Fuel.— }

Fodder.—Grazing abundant.

Supplies.—Potatoes, beans, buckwheat and Indian corn, but only sufficient for home consumption.

Time for mules.— $3\frac{1}{2}$ hours.

7 MU-TI-HO ... 14 m. Start north. Road
99 m. (MU-TI-CHIN). bifurcates, take that branch which runs

north-north-west; ascend through pine forests to mile $1\frac{1}{4}$, 9,600 feet. Then down to 9,150 at mile 2; then steadily up north-west through forest, at first on earthy slopes, later by steep rocky zigzag, and finally earth again till mile $5\frac{1}{4}$; 11,350 feet. Descend to guard hut at mile $6\frac{1}{2}$; 10,840 feet. At mile $6\frac{3}{4}$ cross river by log mule-bridge 24 feet long. At mile $7\frac{1}{2}$ another river 30 feet by 2 feet. At mile 8 log mule-bridge 24 feet long. At mile $9\frac{1}{2}$ forest of heavy timber 10,750 feet; descend over undulating country. At mile 14 Mu-ti-ch'in 8 houses, Mo-so.

Camp.—Round village.

Water.—From stream.

Fuel.—Abundant.

Fodder.—Abundant grazing.

Supplies.—Nil.

Time for mules.— $6\frac{1}{2}$ hours.

8 YUNG-NING ... 12 m. Start north. At mile
111 m. $\frac{1}{4}$ room for a large camp, water and fuel

ROUTE No. 55—*contd.*

abundant. Cattle and horses grazing. At mile $\frac{3}{4}$ a stream. At mile 1 a log mule-bridge over the river but track remains on left bank. At mile 2 another bridge over the river. At mile $2\frac{1}{2}$ cross the river by log mule-bridge 30 feet long $4\frac{1}{2}$ feet wide. At mile $4\frac{1}{2}$ rise out of the valley, bending north-east. At mile $6\frac{1}{4}$, 10,500 feet; then through pine-clad, undulating country to mile $7\frac{3}{4}$; 10,460, when a long sinuous descent to the plain begins. At mile 11 reach the plain, 9,500. At mile $11\frac{1}{4}$ cross river by new, stone, 3-arched bridge, 38 yards long 9 feet roadway, 12 feet above water. 200 yards up stream is a wooden bridge over the same river. At mile 12 Yung-ning.

Camping ground.—Unlimited.

Water.—Unlimited.

Fuel.—At a distance of $\frac{1}{2}$ mile.

Fodder.—Abundant grazing.

Supplies.—In small quantities.

Time for mules.—5 hours.

ROUTE No. 56.

FROM LI-CHIANG (HSIEN) TO YUNG-PEI (HSIEN)
(*via* THE SSU-LI-CH'ANG BRIDGE).

49 miles.

4 stages.

Authority.—Captain C. Ryder, February 1899.

Epitome.—A mule-road, paved in the first stage, and generally in good condition throughout.

The road ascends steeply for the first two miles to the range bordering the right bank of the Yang-tze, crossing the summit (10,200 feet) in stage 1, and thence descending steeply in stage 2 to the river, which is crossed by a chain bridge at Ssü-li-ch'ang. The road, ascending the range bordering the left bank, reaches the summit (8,650 feet) in stage 3. It then passes over rocky country, with steep gradients, finally descending in stage 4 to the Yung-pei plain.

Camping grounds.—Small at stages 1 and 3; good at 2 and 4.

Water.—Good throughout.

Supplies.—Small except at Yung-pei.

No. of stage and total distance.	DETAILS.		
1	TUI-NAO-K'O	... 12 m.	General direction south-east. Path fair, paved in plain.
12 m.	Runs level, diagonally across plain, passing Hsia-pa Ho at mile 1; Lin-wan-ts'un at mile 3. At mile 4 cross the Tung-shan Ho (6 inches deep) by a 10 feet arch, continue level to Ch'in-mên-kou on the edge of the plain, then commence very steep ascent up narrow, rocky valley, last part steepest, reaching top at mile 8, 10,200 feet; then descend very gradually, path circling round spurs; camp at Tui-nao-k'o; good house, Height, 8,600.		
	<i>Camping ground.</i> —In fields only.		
	<i>Supplies.</i> —Small from villages on hillside.		
2	KUAN-YI-LANG	... 10 m.	General direction south-east. Path fair, unpaved. Very
22 m.	steep descent, hill sides, precipitous above and below path, after first mile or so, path very rocky; reach Chin-sha Chiang (Yang-tze) at mile 4; small village Ssü-li-ch'ang-ch'iao on right bank, cross by iron chain bridge, water level 4,550; planking very bad, only 1 mule		

ROUTE No. 56—*contd.*

can cross at a time, no boats, river 80 yards wide, bridge 110 yards long, and 50 feet above river. Level down left bank, then circle round spur and up hill steep to Ssu-li, mile 6, height 6,100 feet; ascent continues to 7,000 feet at mile 8, then slight undulations to Kuan-yi-lang at mile 10, height 7,300 feet, small village.

Camping ground.—Ample.

Supplies.—Small.

3 TA-HUA-SHŪ ... 14 m. General direction
east. Path fair, unpaved. Path ascends
36 m. to 8,250 feet at mile $1\frac{1}{2}$, then dips round head of a valley to 7,850 feet, slight ascent to the other side to Ta-wan-ssu, a Tibetan village at mile 5, path fairly level to mile 8, height 8,650 feet, then descent commences and is continuous, crossing small stream several times and then keeping up on the hill side. Path rocky and steep in places and hillside steep. Ta-hua-shu, small village, small inn. Height, 6,300 feet.

4 YUNG-PEIT'ING 13 m. General direction
south-east. Path fair. Descends
49 m. steeply to the San-chuan-pa plain, height 5,400 feet. 10 miles long by 5 wide, at its widest; pass through Ho-shih-li at mile $\frac{1}{2}$, cross almost dry *nullah* by 10 yards wooden bridge at mile $1\frac{1}{2}$, and another dry stream, more like a canal, by a 10-yard stone bridge at mile 3. Path keeps on embankment of this canal, and is narrow, passing Sha-ho at mile 4, leaves embankment at mile 5, and strikes across plain, passing through big village, Chung-ch'u-kai, at mile 6, and crossing big dry *nullah* by a 25-yard wooden bridge at mile $8\frac{1}{2}$ at the edge of the plain; then ascend steeply, path paved, but used path generally avoids this; top is reached at 7,300 feet at mile 11, scarcely any descent to Yung-pei T'ing plain, here 2 miles broad; town, which is walled, is reached at mile 13, good inns; height 7,300 feet. Yung-pei is the Head Quarters of a District Magistrate.

Supplies.—Large.

FROM LI-CHIANG (HSIEN) TO YÜN-NAN HSIEN.

11 stages.

Mr. A. E. Eastes, Consul, Tengyueh, 1918.

A good mule road, except in stage 4, paved in parts and running with easy gradients.

Camping grounds.—Good, except at stage 4.

Fodder.—Fair grazing.

Supplies.—Good in stages, 1, 2, 9 and 11, otherwise small.

road starts south-east across the plain. At 1 mile the Yung-peí road branches off to the left. At 2 miles the main stream (5-yard stone bridge), is crossed, and the road ascends the low long spur which juts out from the hills to the south, and proceeds along it.

Rough and slippery descent to the Ch'i-ho plain at 8 miles. Height 7,750, then excellent road along the foot of the hills east of the plain to Ch'i-ho, large village.

Water.—Excellent.

ROUTE No. 57—*contd.*

Fuel.—Plentiful.

Supplies.—Flour, beans, sheep, paddy, rice and fruit obtainable.

2 HO-CH'ING ... 13 m. General direction
(HSIEN). south; good level

25 m.

ascends 100 feet on to a perfectly level spur from the hills to the west, and proceeds over it. Part of the spur is cultivated, the rest short turf, and groves of fir trees.

(There are many other bits of high ground of a similar nature in the Ch'i-ho plain which would make excellent camping grounds for a very large force, with good grazing.)

The spur gradually slopes south to the plain, and at 4 miles, where it ends, is the large village of Fêng-mi; good camp, good supplies, and water.

Thence to Ho-ch'ing the road is a paved causeway across a perfectly level plain, with marshes at miles 9 to 10. The road bends considerably, and passes through many small villages. At 11 miles a large graveyard on rather higher ground.

Thence through small villages to Ho-ch'ing, the wall of which is first seen from about 400 yards.

Ho-ch'ing is a walled town about 600 yards by 1,200 yards. Much trade. Head Quarters of a District Magistrate.

Supplies.—Large quantities of flour, beans, rice, sheep, beef, paddy, and sugar could be obtained. The villages round breed many mules.

3 SHAN-SHEN- ... 13 m. General direction
SHAO. south; fair mule

38 m.

road, paved. The road leaves Ho-ch'ing by the south gate and runs south-south-west across the plain. At 3 miles the direct road to Ta-li goes off through Shan-shên-kang.

The road bends from here to Tao-shu-ho at the end of the plain. 6½ miles; good camping ground, and then ascends to 8,200 feet over a ridge, descending fairly steeply to 7,050 feet, where it enters a region of low hills and richly cultivated little valleys, up the parent valley of which it ascends to the big valley of San-ch'uan, good camp, 11 miles, and then into a pine-covered upland, 7,300 feet, continuing along it to Shan-shên-shao on the brow of the upland; one large house.

Camping ground.—Good.

Water.—Limited supply.

Supplies.—Nil.

4 NAN-I-CH'IN ... 14 m. General direction
south-east. Bad

52 m.

mule road, paved

ROUTE No. 57—*contd.*

generally. The road drops sharply down to the valley, and passing through Po-lo-t'un, reaches at 3 miles Sung-kuei, 6,400 feet, a large bazar village in a rather poor plain. At Sung-kuei a large animal fair (chiefly ponies and mules) is held annually for 15—20 days, starting on the 20th day of the 7th month (Lunar calendar). Road leaves the plain at 4 miles (several good camping grounds about the plain) and ascends gradually a sandstone ridge among stunted firs to 7,500 feet, thence level and good road to Ti-mò-ts'un, 9 miles, 7,500 feet; a largish village, with water, several good small camping grounds, and fairly good supplies.

The road branches here. The right branch continues south to Ta-li. (See Route 43).

The left branch turns due east and descends very steeply into a narrow gorge between limestone precipices. At 12½ miles Shih-lung-mên temple, where a large stream, full of fish, issues from a cavern to the right of the road. One mile below this the valley widens out, and the road is level and good to Nan-i-ch'in, a village situated above a large stretch of terraced fields.

Camping ground.—Room for a small camp near temple south of village.

Water.—Good.

Fuel.—Good.

Supplies.—Fair supplies of beans, flour, paddy, rice.

5 TA-P'ING-TS'UN. 10 m. General direction east.

62 m. Fair mule road. The road keeps nearly level along the hillside north of the valley, passing at first through pine forest, where it is good, and then through cultivation, where it is bad. Limestone precipices at the hill top all along. Two small villages, and at 8 miles a larger, Liu-chiang, on spur. Road descends sharply from here to 8½ miles to To-mei, a fair sized market village on the Yang-tze (or Chin-sha). Ferry here, three boats, one will hold three or four mules, others smaller. Chin-sha is navigable for 80 li (16 miles) up stream, but a rapid just below Ta-p'ing-ts'un blocks navigation. Room for camp at To-mei, on Yang-tze sands, in cold weather. Road follows river closely to Ta-p'ing-ts'un which is just round the corner. Large village. Height, 4,200 feet.

Camping ground.—Good camp south of village.

Fodder.—A little grazing.

Supplies.—Small supplies of beans, paddy, rice, etc. Some goats. Much sugarcane grown.

6 CHIN-CHIANG. 16 m. General direction

KAI. south-east. Good

78 m. level mule road.

ROUTE No. 57—*contd.*

Road keeps along right bank of Yang-tze, occasionally rising above it. Some camping grounds, but no village till Huang-chu-lang, $5\frac{1}{2}$ miles, a small village on a large level bench some 200 feet above river. Excellent camp, but small supplies, and water must be fetched from river, 400 yards off. The road dips either side (valleys come in) and rises on to dry uncultivated benches. At 10 miles a large stream from Huang-ta-p'ing is forded. Probably always fordable except after heavy rain, etc. The main road from Ta-li to Ssu-ch'uan runs along the right bank of this stream. The road now follows the Yang-tze to $11\frac{1}{2}$ miles, where it rises on to a flat bench and runs along it away from the river to 1 mile short of Chin-chiang-kai. Here a rocky nose comes down to the river and the road is a shelf cut out of the rock. Chin-chiang-kai is on the left bank.

There is a good road, better than this and 1 or 2 miles shorter, along left bank of Yang-tze from To-mei to Chin-chiang. Small villages all the way. It might be better to follow this in the rains avoid delay or long *detour* at Huang-ta-p'ing river. Chin-chiang-kai is a fair-sized market village on the left bank of the Yang-tze. The official is a Hsün-Kuan. The village is walled on the land side, but completely commanded at 200 to 300 yards by the high bank above it. Of a certain importance as being the place where the routes from Ta-li to Ssü-ch'uan and Yün-nan Hsien, etc., to Ssü-ch'uan meet. The Yang-tze, here 200 yards broad, 4,050 feet, is navigable at high water from here to Ma-chang, down stream 3 days, up 10 to 12. At low water it is not navigable.

Camping grounds.—Good camping-ground opposite Chin-Chiang-Kai at Hsin-ch'èng.

Supplies have to be brought from Chin-chiang-kai. There are three ferry boats, two about 32 feet by 12 feet and capable of holding 16 unloaded mules each, and the third smaller. Also one spare.

Fodder.—Not much rice straw to be got from To-mei to this place. Good grazing from rains to end of December, but much dried up afterwards.

Supplies.—Large amount of sugar grown. Fair supplies of beans flour, rice, goats. Not much paddy or rice straw. A few ponies and mules.

7	HSIAO-SO-LO .	15 m.	General direction
			south-east. Good
			and level mule-road.

93 m.

The road follows a stream for 2 miles, passing a steep spur, where it is cut out of the rock, at one mile, and then turns up into the valley of the Tang Ho, which gradually narrows, keeping along the left bank. At $8\frac{1}{2}$ miles it crosses a flat-topped spur on which is the market village of Ho-tung kai. Good camping ground. Above

ROUTE No. 57—*contd.*

this the valley narrows again. The road passes Jê-shui-t'ang, 10 miles, and then crosses the Tang Ho, where the valley broadens, and proceeds along the right bank to Sha-t'ing, 12½ miles; small village, no good camp; and thence it rises sharply 300 feet on to a dry, stony plateau and crosses south-east to Hsiao-so-lo, a Mussalman village, altitude 5,100 feet.

Rivers.—10 miles, Tang Ho. 8 yards×3 inches, always fordable.

Camping ground.—Good.

Fodder.—Very little grass.

Supplies.—Small quantities of beans and paddy, much sugarcane grown.

8	LO-KUANG- YING.	13 m.	General	direction.
106 m.			south.	Good level mule road. The

road is throughout along the high part of the plain, about midway between the mountains and the river. Along the road about ½ of the ground is cultivated.

2½ miles, P'ien-chio-kai, fair-sized village and French Mission station, fair camp. At 8 miles Li-chio-kai, large market village, good camp, fair supplies of beans, paddy, rice, flour, much sugar.

The road now crosses a rather higher and quite uncultivated part of the plain. It branches into 3, the right going to Wa-se, on the Erh-hai and Hsia-kuan; centre to Niu-ching; left to Lo-kuang-ying, large village. Height, 5,100 feet.

Camping ground.—Good.

Supplies.—Fair.

9	PIN-CH'UAN (HSIEN).	9 m.	General	direction
115 m.			south.	Good level mule road. The

road continues on along the plain, which is here more cultivated and dotted with small villages.

At 2½ miles Niu-ching-kai, 1½ miles to the right; large village, and good supplies. At 6 miles Hsin-lo-ch'êng, large village. At 8½ miles commence ascent to Pin-ch'uan. 9 miles, Pin-ch'uan, walled town of no great importance. Height, 5,100 feet. Head Quarters of a District Magistrate.

Camping grounds.—Good camping-grounds in and outside walls.

Supplies.—Fair supplies of beans, paddy, rice, flour, etc.

10	SHAN-KANG- P'U.	9 m.	General	direction
124 m.			south.	Good mule road. The road

leaves Pin-ch'uan by the south gate and runs for 2 miles along uncultivated land. Then along a paved causeway through culti-

ROUTE No. 57—*contd.*

vated fields, passing numerous small villages to Shan-kang-p'u ; small village.

Camping-ground.—Good camping ground north of village.

Alternative Route.

This road joins the other at Shan-kang-p'u at the 4th mile of stage 10-a.

8-a NIU-CHING-KAI 15 m. 4 f. As in stage 8 up to mile 10. Follow the centre of the 3 branches mentioned. At 13 miles descend and run along a rather narrow and winding causeway between villages ; 15½ miles, Niu-ching-kai, large market village. Height, 5,050 feet.

Rivers.—Tang Ho at 14 miles, 10 yards×6 inches, swells to 40 or 50 yards×1 foot but is always fordable.

Supplies.—Good supplies of beans, flour, paddy, rice, etc., and sugar. A few mules could be got.

9-a PIN-CHI . . . 12 m. General direction south. Good mule road. The road leaves the village at its south entrance and shortly branches into two, the righthand branch going to Wa-se and Hsia-kuan. It then ascends over a low dry spur and continues along the level spurs running out from the low hills to the west. At 6 miles, Pin-ch'uan 1 mile to the left, and a small village on the road. A good camping-ground. At 11 miles the road enters a well cultivated arm of the plain and, crossing the river, which is banked up for irrigation, enters Pin-chi, the largest village on the plain.

Rivers.—11½ miles, Tang Ho, 10 yards×6 inches, by wooden bridge on stone piers.

Camping-ground.—Good camping-ground south of the village on rising ground.

Supplies.—Good supplies of beans, flour, paddy, rice, straw, sugar.

10-a. HSIN-TS'UN . . . 11 m. General direction south. Good mule road. The road leaves Pin-chi by the east entrance, and passing over the higher and uncultivated portion of the plain, reaches, at 4 miles, Shan-kang-p'u, at the head of the plain. Good camping-ground and water ; small supplies. Hence it ascends, along the stream, passing several small villages, to 7¼ miles, crosses a tributary from the left, whence it ascends sharply up a spur and then more gradually up a narrow gully to the water-shed (7,250 feet), 9½ miles, and thence it descends

ROUTE No. 57—*contd.*

gradually down an open valley to Hsin-ts'un. (7,100 feet) small village, large temple. A paved road leads *viâ* Chao Chou to Ta-li.

Camping-ground.—Small.

Supplies —Small. Sheep can be got.

11	YÜN-NAN	9 m. 4 f.	General	direction
	HSIEN.			south-south-east.

141 m.

Good mule-road,

paved almost throughout. The road follows the left bank of the stream and descends very gradually, passing a few small villages to 6 miles, where it turns to the left and enters the Yün-nan Hsien plain through a broad, level gap. Most of the water of the stream is also led through this gap. To the right is a low hill, which commands the road for a long distance, and also the town of Yün-nan Hsien. At 7 miles, Hung-t'u-p'u to the right of the road. Good camping grounds for a very large force on the north edge of the plain, 1—3 miles off the road. Road is now a narrow causeway with a good surface. Yün-nan Hsien a walled town (8,000 people). Head Quarters of a District Magistrate.

Camping-ground.—West of town, large.

Supplies.—Large.

ROUTE No. 58.

FROM YUNG-PEI (HSIEN) TO HUI-LI (HSIEN)

154 miles.

12 stages.

Authority.—Captain C. Ryder, February 1899, and
J. Coggin Brown, Esq., May 1909.
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—A route to the important town of Hui-li in Ssu-ch'uan, crossing the frontier at stage 7.

A fair mule-road.

The route descends a valley in the 1st stage, crosses hilly country for two stages, and undulating for another two; then over hilly, rocky country to the valley of the Yang-tze, which it skirts for a stage and, crossing the Chin Ho just above its junction with the Yang-tze, in stage 8, leaves the Yang-tze valley and passes over hilly country to Hui-li.

Camping-grounds.—Good at stages 7 and 11. For 500 men at stage 5. Small camps at the other stages.

Water.—Good water throughout.

Supplies.—Few except at stage 11.

No. of stage
and total
distance.

DETAILS.

No. of stage and total distance.	DETAILS.
1	TA-CH'ANG . 12 m. General direction south. Path level fair. Out by south gate, through long suburb for $\frac{1}{2}$ mile, then down plain. Path paved, passes through two villages, Lang-shui-ching and Kuan-yin-ssu. Plain ends at mile $3\frac{1}{2}$, and the road to Ta-li branches off here. Path crosses low spur down to rocky stream, stagnant water, follows this down, crossing steep spur; rejoins stream, crosses it several times; at mile 6 valley opens out and one or two small hamlets are passed, the largest being Hui-ch'ang; path, which up to here has run south, now turns east, continues recrossing stream, in all eight times, to camp at Ta-ch'ang (20 houses) small inn; height 6,600 feet.

Camping-grounds.—In fields only.

2	TA-LU . . 8 m. 4 f. General direction north-east. Path moderate, easy
20 m. 4 f.	

ROUTE No. 58—*contd.*

march. Down in same valley as in stage 1, then steep up-hill to 7,300 feet, crossing spur, level for 1 mile, then steep downhill, path stony, to big rocky stream, height 6,300 feet, crossed by wood bridge, 25 yards long, on stone piers; stream fordable, only 1 foot deep, then up long, bare slope; path paved in parts to Ta-lu, height 7,800 feet, scattered village, inhabited by a tribe called Ta-lu-jen, probably Lo-los; good inn.

Supplies.—Small.

NOTE.—By leaving the Yung-pei plain at mile 1 and taking a track over the hills which border it to the east, Ta-lu can be reached in one stage of 14 miles by a fairly good road.

3	WEI-SHA	.	14 m.	General	direction
				east.	Path fair, unpaved.

34 m. 4 f. hill to ridge at mile 4, height 9,850 feet: except the last $\frac{1}{2}$ mile the ascent is steep, then keep fairly level on bare hillside; one or two undulations; highest point reached 9,900 feet, level to mile 8, then down hill, crossing a low watershed to a stream at mile 11, height 8,200 feet, then steep up-hill for 500 feet to mile 12; here two paths separate, the upper said to be the best, goes down narrow, very rocky valley, difficult for mules to mile 13 $\frac{1}{2}$ on to small plateau; solitary house and inn at mile 14, height 7,800 feet.

Camping ground.—On hillside.

Supplies.—Small.

4	PING-WA	.	11 m. 4 f.	General	direction
				east.	Path fair, generally down hill.

46 m. Level on hillside to solitary inn at mile 1, Wan-shai-ti; here upper path mentioned at the end of stage 3 joins in. Down hill, cross small stream and level on hillside to solitary inn, also called Wei-sha, height 7,000 feet. Ascend slightly to 7,400 feet, at mile 4. Keep level to mile 6 on ridge, then down hill on long spur to mile 8 $\frac{1}{2}$. Good gradient, level round hillside to mile 10, then down spur again and cross fields to Ping-wa, fair inn; scattered hamlets in small enclosed cultivated valley, height 4,950 feet.

Supplies.—Small.

5	HUA-P'ING	.	13 m.	General	direction
	(CHIU-YA-P'ING)			east, last 4 $\frac{1}{2}$ miles	
59 m.	HSIEN.			north.	Path fair,

generally level. Down the small valley through fields to mile 1, cross stream, shallow, 6 yards wide, pass through very narrow rocky gorge; at mile 2 the valley widens out and is cultivated for the rest of the way, height 4,150 feet. At mile 2 $\frac{1}{2}$ cross side-stream in plain, and at mile 3 reach Hsin-chuang, small bazaar village.

ROUTE No. 58—*contd.*

several inns ; pass several small scattered hamlets, and Hê-chê at mile 4 ; cross the main stream 20 yards broad by 18 inches deep in bed 80 yards wide at mile 6 ; through fields to Su-pa-wo at mile $7\frac{1}{2}$, crossing small bare spur to Ying-chiang-ts'un at mile $8\frac{1}{2}$, small walled village, *bazaar* and several inns, turn north up bare valley, with small cultivation near the stream, crossing low spur at mile $11\frac{1}{2}$, down to Chiu-ya-p'ing, at mile 13 ; large village 200 houses, walled, shops and several inns. Now known as Hua-p'ing Hsien.

Camping-ground.—Room to camp on *maidan* for 500 men north of village wall : height, 4,200 feet.

Supplies.—Fair.

NOTE.—A more direct route shorter by 4 or 5 miles goes from the village of Hsin-chuang to Chiu-ya-p'ing. After crossing the main stream (25×2 feet) 1 mile north-east of the village, the road ascends the valley of the tributary from the north for $2\frac{1}{2}$ miles through open cultivated country, passing several small villages. It then turns north-east up a small side valley reaching the top of a ridge at 3 miles. The descent is steep and winding to the Chiu-ya-p'ing plain. There is no water once the main stream is left.

6	HSIN-KAI	12 m. 4 f.	General direction east. Path fair Cross stream, 10
---	----------	------------	--

71 m. 4 f.
yards by 1 foot, in bed 40 yards wide, up and over broad spur (height 4,700 feet), at mile $2\frac{1}{2}$. Slight descent and cross small valley, La-shih-ku at mile 4, then steep ascent to mile 6 ; height 6,550 feet. Path fairly level round hillside to mile 9. Pass through small gap in the ridge, passing Ta-wa-k'ou (3 houses) just beyond. Gradual descent on hillside to mile $10\frac{1}{2}$ when descent becomes steeper down paved path. Cross small stream in broad bed, 60 yards wide to village of Hsin-kai (80 houses) on left bank, mile $12\frac{1}{2}$. Several dirty inns. Height 4,250 feet.

Fuel.—Coal is mined locally and largely used as fuel.

Supplies.—Small.

7	HSING- CHUANG.	16 m. 4 f.	General direction east. Path fair. Long march. Cross
---	-------------------	------------	--

88 m.
shallow stream 10 yards wide, path level through fields, passing several scattered hamlets to mile 3 ; then ascend slightly over bare spur to mile 4, height 4,700 feet, and descend to mile 6, height 4,000 feet. Conspicuous house in the open amongst fields, the residence of two French priests. Descend slightly to mile $6\frac{1}{2}$, pass through Ma-ch'ang ; then level along a sloping plateau about 300 feet above the Chin-sha, passing scattered hamlets of Kê-ti-ping and Yeh-chu-t'ang at miles 8 and 13. At mile $12\frac{1}{2}$ cross broad bed of stream, 60 yards wide steep banks, but very little water, 10 yards wide, 6 inches deep. Pass scattered hamlet of Ta-shui-ching (inn) at

ROUTE No. 58—*contd.*

mile 14½. Cross low spur to Hsing-chuang at mile 18½. Dirty inn 30 houses. A very hot march; no shade. The Ssü-ch'uan frontier is crossed at the town of Hsing-chuang.

Camping-ground.—On bare slopes.

Supplies.—Small.

8	SAN-TUI-TZU	70 li.	General direction
102 m.	(NATIVE INFORMATION).	(probably 14 miles).	east. Path fairly level, but small hills towards the end of the march, when drop suddenly to

the bed of a big river, the Chin Ho. Cross by boat at its junction with the Chin-sha-chiang (here called Pê-shui-chiang).

9	CHANG-KUAN-T'UN.	11 m.	} See Route 64. Stages 11 to 14.
113 m.			
10	CH'A-K'OU .	16 m.	
129 m.			
11	P'O-CHIO .	11 m.	
140 m.			
12	HUI-LI-(HSIEN)	14 m.	
154 m.			

From Hui-li a road goes north to Yüeh-hsi (177 miles, 14 stages) *via* Ning-yüan (Hsien) (104 miles) and Li-chow (118 miles). Another road leads north-west to Yen-yüan (Hsien) (96 miles, 9 stages) *via* Lan-pa (58 miles).

ROUTE No. 59.

FROM HSING-CHUANG TO HUI-LI (HSIEN).

56½ miles.

3 stages.

Authority.—J. Coggin Brown, Esq., May 1909.*Epitome.*—An indifferent mule road.

A direct route, which keeps north of the Yang-tze, and is an alternative to the last 5 stages of Route 58. It follows the Yang-tze valley to San-tui-tzu crossing the Ya-lung or Chin Ho by ferry. Thence east and north-east to Hui-li. Much of the country is bare and inhospitable.

Camping-grounds.—Restricted.*Water.*—Not everywhere abundant.*Supplies.*—Very small except stage 3.

No. of stage and total distance.	DETAILS.		
1	SAN-TUI-TZU	18 m.	General direction east. A small stream is crossed
18 m.	<p>just outside the village, its bed is 15 paces wide, the water only occupies 5 paces and is shallow. From here there is a turn to the south-east for ¾ of a mile until the river is seen, when the road again turns east and continues along some 200 or 300 feet above the level of the river. At 1¼ miles there is a small village of 3 houses named Lao-ching-chuang. For the next mile the road is very rocky. A stream in a narrow <i>nullah</i> is crossed at 3 miles by a single-span stone bridge 8 paces across, and at 3½ miles the scattered hamlet of Lung-ling-ping is reached. From this place for the next few miles the high level land in the bottom of the river valley is traversed turning south-east and later north-east with the bend in the river. It is a very exhausting piece of country to cross in the hot weather as there is no shade and the heat in the bottom of the valley is great. At mile 6 the scattered hamlet of Nan-i-tien is passed and the road continues level as far as the small village of Tao-ma-kuan at 8½ miles. After leaving this place there is a small ascent and descent of an insignificant, rocky spur which runs down to the river. Continuing east over open ground, Mi-ki (three houses) is passed at mile 10, and the river is met in mile 11, the path actually crossing the sandbanks in its bed for a short distance. The path now keeps north-east in the general direction of the river and at mile 13½ a small detour is made to cross a narrow gully spanned by a stone bridge near the village of Hsien-chung-shao. A stream,</p>		

ROUTE No. 59—*contd.*

almost dry at this time of the year with a bed 10 paces wide, is crossed at mile $13\frac{3}{4}$, the road following the lower slope of the hill. At 14 miles the 5 house village of Lo-ho is seen and at $14\frac{1}{2}$ miles a stone bridge carries the road over a little *nullah*. At 15 miles the village of Cha-ho, only a small place inhabited mainly by the boatmen who work the ferry across the Chin-ho or Ya-lung river here. The crossing of the Ya-lung takes 7 minutes and there are four boats in operation. There is then a good level path for 3 miles to Santui-tzu in a south-east direction along but above the river. The village has about 20 houses. There are 2 inns. Height 3,850 feet.

Camping-ground.—Small.

Water.—The water-supply is good.

Supplies.—There are no supplies obtainable in any quantity.

2 I-LANG-HO . 21 m. For the first mile the

39 m.

road keeps along the river bed and then turns up a side stream to the south-east, passing the village of Pan-hai-ching at 2 miles, and then, still ascending, turns more to the east. Continuing in this direction and ascending all the time, the village of Lao-wu-tun (3 houses), is left behind at $2\frac{3}{4}$ miles, and at $4\frac{1}{2}$ miles Wan-wan is reached. Here the road bends to the east-south-east and consists of a good, unpaved track passing over rounded hills. This general direction continues as far as Hun-tan (5 houses), where it again goes south-east. Ascending the valley of a small and shallow stream the small hamlet of Chan-p'u-tzu is passed at $7\frac{3}{4}$ miles where the stream is crossed and a turn taken to the east. At $8\frac{3}{4}$ miles the valley of a side stream is entered, and at $9\frac{1}{2}$ miles the village of Hsi-ka-ta is entered. From this place there is a long and gradual ascent to the east, passing at $10\frac{1}{2}$ miles the scattered hamlet of Chin-yeh-kou, and at 13 miles the village of Pan-ching (3 houses). The summit is reached at $13\frac{1}{2}$ miles, and the road winds gradually down in a general north-easterly direction to the scattered village of Ta-cha. After crossing about a mile of open ground the road, which is here in very good order, commences the long ascent of another range, the summit of which is reached at mile 17 at an elevation of 7,700 feet. From here there is a bad descent of 3 miles to the north-east, the road being very worn and in poor condition. The village of I-lang-ho is reached at 21 miles. Elevation 6,850 feet. About 30 houses and 5 dirty inns.

Camping-ground.—On cultivation.

Water.—Not abundant.

Supplies.—Very limited.

3 HUI-LI (HSIEN) 17 m. 4 f. Leaving the village to the east, a stream is at once crossed by

56 m. 4 f.

ROUTE No. 59—*contd.*

a suspension bridge on five iron rods. The bed of the stream is here from 70 to 80 feet across, but the water is quite shallow at this time of the year. The bridge itself is 23 paces long. Ascending steeply, the road reaches the village of Pei-yang-shu at $2\frac{1}{2}$ miles at an elevation of 7,600 feet. There is then a turn more to the north-east, and a small torrent is crossed at 3 miles. At 5 miles there is a level stretch of road. The village of Sha-wa-chin (10 houses), is situated here, whence the road, still ascending and proceeding in the same general direction, reaches the village of Yao-tien-tzu (4 houses) at $7\frac{1}{2}$ miles. From this village there is a very steep and winding descent down to a stream which is crossed near the temple of Lo-kochin. Elevation 7,200 feet. The bed of this stream is 20 paces wide and the water 6 paces at this time of the year. There is no bridge, but the stream is easily fordable. Following the valley of the stream to the north-east the road continues ascending, at first, gradually but near mile 11 very steeply. The highest point is reached at mile $12\frac{1}{2}$. Here there is an extensive view of the Hui-li valley. The descent is easy at first, and after becoming steeper where the road turns to the north-east, flattens out again and reaches the valley of a small stream at mile $14\frac{1}{2}$. Just here the road is in very bad order. A bend is now taken to the east, and the valley of the stream, before somewhat enclosed, opens out into flatter ground. At mile $16\frac{1}{2}$ Ya-kou, a suburb of Hui-li is traversed and at mile $17\frac{1}{2}$ the city itself is entered. Large and comfortable inns. Elevation 6,100 feet.

Camping ground.—Fairly extensive camping grounds around.

Supplies.—Abundant supplies of all kinds for men and animals.

ROUTE No. 60.

FROM CHIN-CHIANG-KAI TO MA-CH'ANG.

(ON THE YANG-TZE).

146 miles.

16 stages.

Authority.—Lieutenant W. H. Jeffery, December 1905.*Epitome.*—This route lies wholly in the valley of the Yang-tze, locally named Chin-sha Chiang; a devious track impassable for mules.*Supplies.*—Scarce at stages 1, 2, 5, 6, 9, 14 and 15.

The course described is the one actually followed, and is capable of considerable modification; the river was frequently crossed to obtain information of both banks.

No. of stage and total distance.	DETAILS.		
1	TA-LU-TI	6 m.	General direction east. Start east down left bank on earth road, through plain merging into low hills. On right bank steep hills down to water's edge. Sugar-cane and other cultivation.
6 m.	At mile 1 Lo-chia-ts'un, 14 houses, and to the north T'ao-yüan, 15 houses. Mile 2 Pei-chih-shu, 15 houses at river side. Cross small stream in cultivated valley; two paths lead from here to Ta-lu-ti—one to the left, follows the main road to Yung-pei for some distance, then bends south-east; the other to the right, follows the river, a narrow track among bare hills. Ta-lu-ti, 8 houses. Altitude 4,500 feet. Chinese; small terraced area of sugar cane. Time on march for coolies—2½ hours.		
<i>Camping-ground.</i> —Poor.			
<i>Supplies.</i> —Goats plentiful; few pigs and fowls.			
2	YING-WO	9 m.	General direction east-south-east.
15 m.	Continue down left bank. Good to mile 1½, where two tracks diverge; that to left leaves river valley and is passable for laden men; that to the right a difficult track along the river; take the latter. At mile 2½ pass on right bank Hsiao-ta-cha, 5 houses, Chinese and Pai-i. Mile 3 river bends north-east. Two tracks—(a) to left followed by baggage, (b) to right through a gorge along riverside; following the latter, at mile 5 Hsieh-ts'ao-wo, 10 houses, Pa-i, on right bank, half way up the hill. Mile 6½ Ta-ping-tzü; 4 farms, right bank. Mile		

ROUTE No. 60—*contd.*

7 $\frac{3}{4}$, Lower Ying-wo, 4 houses, Lisu; opposite on right bank is Lan-tien; 8 houses, Pai-i. Steeply up north-north-east to Upper Ying-wo at mile 9, a Lisu farm.

Camping-ground.—Room for a small camp, 6,020'.

Supplies.—Indian corn, goats and pigs.

Time by road (a) unladen men 4 $\frac{1}{2}$ hours by road; (b) coolies 6 hours.

3 LO-MU-TI . 10 m. General direction
north-north-east.

25 m. Ascend turning
away from the river. At mile 1 $\frac{3}{4}$ cross the valley of Tu-sung-shu, falling south-west to the river and containing a few farms, 5,950'; at mile 3 a parallel valley, that of Pa-chiao-ching, 5 groups of farms. Ascends, pass over spurs and descend sharply into the deep valley of Lo-mu-ti at mile 10. Ten houses, Chinese. 4,570'.

Supplies.—Small supplies of usual sort.

4 P'I-CH'ANG . 7 m. General direction
south-south-west.

32 m. Start east down to
stream in centre of valley, then up the far side and bend south-south-west along spur; at mile 3, pass over a col 5,350' and sight the Yang-tze. Descend mile 4 $\frac{1}{4}$ Mi-tan-ti, 4,630', four houses, Lisu; below this lies P'an-chih-hua-shu, 6 houses, Lisu. Descend east steeply, bend south-south-west and, falling more gently, reach river bank near a farm at mile 5 $\frac{1}{2}$. Cross river in dug-out canoes; two available. Rapid current, 100 yards broad. A party of 12 with baggage crossed in 2 hours making 7 trips with two canoes. Steeply up south-west to summit 4,550'; then gently down south-east to P'i-ch'ang at mile 7. Twenty-eight houses, Chinese, many Roman Catholics; a considerable area of cultivation and many farms. Sugarcane, opium. 4,400'. Time on march 3 $\frac{1}{4}$ hours exclusive of river crossing.

5 T'ANG-KU-TI . 6 m. General direction
east by south.

38 m. Start north, ascend
col. thence north-east along river but high above. At mile 2 $\frac{3}{4}$ pass above Mo-si-la, 25 scattered Lisu farms on a cultivated slope. Ascend to 6,200' bend east and reach, at mile 6, T'ang-ku-ti; 11 log huts Lisu. 6,000'.

Camping-ground.—Room for small camp on the slope. Time of march 2 $\frac{1}{4}$ hours.

6 MI-TZU-TI . 8 m. Continue down the
valley, pass over a
spur 7,300'; at mile
46 m.

ROUTE No. 60—*contd.*

2½ Pass high above Li-li-ching, 6 farms. Opposite, on the left bank, are the silver mines of Yin-kung-ching and many scattered farms. At mile 3½ cross a ravine; at mile 5½ pass above the farms of Sung-pi; then down gradually to Mi-tzü-ti at mile 8. Ten farms Lisu, 4,380'.

Camping ground.—Tents must be scattered over the slope. Time 3½ hours.

7 LO-CHIH-CHAI 9 m. 4 f. Descend sharply east to a tributary at ½ mile swift rocky torrent with slippery stones under foot; 12 yards broad and 2' deep—no bridge. Steep zigzag ascent to Shu-cha-la farms at mile 3; 5,620'. At mile 4½ the river bends sharply north-east, then north and finally curves eastward again, deflected by a great wooded spur. Through forest of small conifers ascend to col at mile 6½, 7,380'; whence T'ieh-so and the valley of the tributary from Pei-yen-ching are visible to the eastward.

Descend south through the wood to Lo-chih-chai at mile 9½; six substantial houses Chinese; many Roman Catholics.

Camping-ground.—No camping-ground.

Supplies.—Small usual supplies.

Time 4½ hours.

8 T'IEH-SO-TA-YING. 8 m. Descend zigzag; at mile 1½ reach the tributary, swift and rocky with many deep pools. Cross in canoe, 3 men per trip. Then steeply up east, bend north curving round several spurs till T'ieh-so ta-ying is reached at mile 8; 6,050'. Thirty houses, Chinese; an inn and a temple; in this well-cultivated re-entrant are 3 other villages and numerous farms, the whole aggregating some 200 families. Usual supplies in some quantity. Time of march 3¼ hours.

NOTE:—

Alternative to stages 5—8 inclusive, distances approximate.

This alternative route is more suitable for heavily laden men.

5A	TING-CHIA-T'SUN.	6 m.	South up valley of tributary.
6A	PIN-CH'UAN-KAI.	11 m.	Continue up valley. Very busy market; 400 houses. Good supplies.
7A	PA-TA-WAN .	13 m.	Up hill through forest east. A difficult road.

ROUTE No. 60—*contd.*

Time of march.— $4\frac{3}{4}$ hours.

Supplies.—Small.

12	HUNG-MÊN-K'OU.	10 m. Back to Ch'uan-fang Ferry at $\frac{1}{2}$ mile. One boat 20' by 6',
105 m. 4 f.		

leaky and in bad repair, holds 20 men but is not fit for mules. Cross to left bank.

Proceeding down left bank, at mile $3\frac{1}{2}$ La-hsi, 13 houses in two parts each containing a watch-tower. Undulating road to mile $8\frac{1}{2}$, Hui-la-ku, 6 houses, Pai-i. At mile $9\frac{3}{4}$ a deep ravine with a stream left to right. Mile 10, Hung-mên-k'ou, 8 houses, Pai-i; 4,260'. Time 4 hours.

An alternative to this stage on an equally good track would be to continue down the right bank from Wan-pi, stage 11, to Hsin-ts'un which lies opposite Hung-mên-k'ou; thus saving two crossings of the river.

13	HUI-LA-PIAO .	12 m. Down to river bank, cross by ferry to Hsin-ts'un, 10
117 m. 4 f.		

houses. One leaky boat, 20' by 6'; can take 3 mules at a time at some hazard. The boat should be carefully overhauled before use.

Down right bank to mile $2\frac{1}{2}$, La-la, 8 houses. Hills much lower and dotted with small trees but uncultivated. At mile $3\frac{1}{2}$ Chin-tien, 6 houses. Miles $7\frac{3}{4}$ and $8\frac{1}{2}$, Shun-shan in two bits. Mile 12, Hui-la-piao, 12 houses, Pai-i; 4,000'. Time 5 hours.

14	HUI-TA-MA .	11 m. Down right bank south-east. At mile $1\frac{1}{2}$ cross a tributary
128 m. 4 f.		

10 yards wide with strong rushing current, by a foot-bridge. River bends abruptly north-east.

At mile $2\frac{1}{2}$ river bends north.

At mile 5, La-ku, 20 houses, Pai-i. Room for camp. At $6\frac{1}{4}$ cross stream in a ravine. Going north by east on a good track. Mile $9\frac{3}{4}$ a stream.

Mile 11 Hui-ta-ma, 2 houses, Pai-i; 3,600'.

Time.— $4\frac{1}{2}$ hours.

Camping-ground.—Room for camp.

15	KAN-SHA .	12 m. Start west and pass a small stream. River flows west a
140 m. 4 f		

little and then gently curves round and flows north. At mile 4 Wu-chia-tu Ferry; one boat 20' by 5' 6" in fairly good condition. Remain on right bank, bending north-west. At mile 9 Kan-ping-

ROUTE No. 60—*contd.*

tzu 8 farms, camping-room. Mile $10\frac{1}{2}$ bend north-east and then east, some bad going before reaching Kuan-yin-ai; 2 houses. Bend north-east again, up hill to mile 12 Kan-sha 3 Chinese houses; 3,600'. Time 5 hours.

16 MA-CHANG .

6 m. Start north-west down to the river, then ascend north by east

146 m. 4 f.

along right bank. Left bank now more level and containing many farms.

Mile $5\frac{1}{2}$ the ferry; one bad leaky boat holding 6 men, unfit for mules. Mile 6 Ma-chang. Inns; market 9 times a month. A Roman Catholic Mission and school outside the village. About 100 houses, Chinese, in the neighbourhood.

Time.— $2\frac{1}{2}$ hours.

Supplies—Good.

ROUTE No. 61.

FROM TENG-CH'UAN (HSIEN) TO PIN-CH'UAN
(HSIEN).

46 miles.

4 stages.

Authority.—Captain C. Ryder, December 1899.

Epitome.—A good mule-road, passable by mounted troops, connecting Pin-ch'uan with the main road from Ta-li to Li-chiang.

The road skirts the eastern shores of the Erh-hai or Ta-li lake, and, in stage 2, crosses out of the basin and passes over undulating, cultivated country, watered by fordable streams, to Pin-ch'uan.

Camping-grounds.—Good at stages 1, 2, and 4. Small at stage 3.

Water.—Good throughout.

Supplies.—Small except at stage 4.

No. of stage and total distance.	DETAILS.		
1 10 m. 4 f.	SHUANG-LANG-KAI.	10 m. 4 f.	General direction south-east. Path good; out by west gate, cross small river, and round bare hill to Ma-chia-ying at mile 2 along canal bank, crossing it at mile 3 at Ching-so, up flat valley past old tank over low spur at mile 4 $\frac{3}{4}$, 7,000 feet, down to culti- vation bordering lake; along it, level, past Hai-ch'a-ho at mile 6 $\frac{1}{2}$, over low saddle at mile 7, past bay and over another low saddle at mile 8 $\frac{1}{4}$, round lake shore to Shuang-lang-kai (80 houses), fair supplies, height 6,900'.
<p><i>Rivers.</i>—At commencement cross small river 20 yards wide, 5 feet deep, by stone slab bridge, 7 spans, in all 22 yards long. From miles 2 to 3, and crossed at mile 3, canal 25 yards wide, 3 feet deep, crossed by stone bridge, three arches, in all 25 yards long.</p>			
<p><i>Camping-grounds.</i>—Camp about village.</p>			
2 25 m.	WA-TZU-TS'UN.	14 m. 4 f.	General direction south-east. Path very fair, along lake shore at mile $\frac{1}{2}$, causeway to right to a village; over low saddle to mile $\frac{3}{4}$, large village; also part of Shuang-lang-kai, round bay past Ta-shuan at mile 2 $\frac{1}{2}$, turn up hill to mile 3 $\frac{1}{4}$, 7,300 feet, undulating over bare spurs into small valley at mile 4 $\frac{1}{4}$, 7,200 feet; up over saddle at mile 4 $\frac{1}{2}$, 7,500 feet, level on hill side, down slightly rocky path to small plain, Wa-sê to right. Pass large temple at mile 7

ROUTE No. 61—*contd.*

across plain to Ta-ch'ang-ch'ü, mile $7\frac{1}{4}$, 7,000 feet, along tank *bund*, round knoll and across cultivation to mile $8\frac{1}{2}$, uphill to mile $9\frac{1}{4}$, across small grassy plain, passing small tank at mile $10\frac{1}{4}$, over low water-shed at mile $10\frac{3}{4}$, 7,800 feet, down slope into valley; down it and level on hillside to mile 13, down into small plain, skirt it to Wa-tzü-ts'un, 80 houses, mile $14\frac{1}{2}$; 4 other villages in plain which has a large swamp in it, 7,100 feet.

Camping-ground—Around village.

3	SHA-KOU- SHAO.	11 m. 4 f.	General direction south-east. Path good.
36 m 4 f.			

Level down plain. Cross it at mile 2, down narrow valley and bare slopes to small cultivated plain at mile $4\frac{1}{4}$, skirt, cultivation passing Ai-p'êng, 30 houses, at mile $5\frac{1}{4}$; down narrow valley crossing small stream twice; valley gradually widens, keep along edge of cultivation to Wa-ch'i (30 houses) 6,400 feet, mile $7\frac{3}{4}$, across fields, crossing same stream twice; down valley keeping on bare grassy slopes slightly undulating, but descent gradual to Sha-kou-shao at mile $12\frac{1}{4}$, 5,700 feet; small village, 10 houses. No inn.

Camping-ground.—Camp on slopes.

Supplies.—Small.

4	PIN-CH'UAN (HSIEN)	9 m, 6 f.	General direction north-east.	Path good.
46 m, 2 f.				

Keep along bare slopes above cultivation past Lung-ku at mile $1\frac{1}{2}$, and Shuang-t'un at mile $4\frac{3}{4}$; pass near Ma-kuan-ying at mile $7\frac{1}{4}$, across fields, crossing stream at mile $8\frac{3}{4}$, village on right bank, through it and up dry fields to Pin-ch'uan, small walled town; 5,400 feet; good inn.

Rivers.—At mile $8\frac{3}{4}$, stream, water 10 yards wide by 18 inches deep crossed by 3 stone arches 50 yards long in all.

Camping-ground.—Anywhere.

NOTE.—This route may be done in 3 stages, fairly easily, as follows: 173 miles

- | | |
|--------------------|------------|
| (1) Ta-ch'ang-ch'ü | 17½ miles. |
| (2) Wa-ch'i | 15 " |
| (3) Pin-ch'uan | 13½ " |

ROUTE No 62.

FROM PIN-CH'UAN (HSIEN) TO TA-YAO (HSIEN).

72 miles.

6 stages.

Authority.—Captain C. Ryder, December 1899.*Epitome.*—A mule road in very fair condition, but badly paved, and rough in places in stage 2.

The road passes over undulating country, with generally easy gradients, and in stage 4, crosses an unfordable stream by a wooden bridge. After ascending out of the valley, the road crosses a series of undulating cultivated valleys to Ta-yao Hsien.

Camping-grounds.—Good at stage 6; fair at the other stages except at stage 4, where there is little room round Pai-yen-ching.*Water.*—Good throughout.*Supplies.*—Good at stages 4 and 6, but practically none at the other stages.

No. of stage and total distance.	DETAILS.	
1	CH'IAO-TIEN-KAI.	11 m. General direction south-east. Path very fair, across de-
11 m.		serted fields to mile $2\frac{1}{4}$ round bare, low hill; cross stream at mile $4\frac{1}{4}$, past T'ieh-ch'êng, up hill, but not steep to 6,500 feet, mile $5\frac{3}{4}$; level amongst bare hills to mile $6\frac{1}{2}$; down stony path into narrow valley, down it to plain at mile $8\frac{1}{2}$, diagonally across fields passing San-chia-ts'un at mile $8\frac{1}{2}$, and bridge at mile $9\frac{1}{2}$, past hamlet, level between smaller hills into plain again to Ch'iao-tien-kai at mile 11 (20 houses), 5,800 feet; no inn, 5-day bazaar.
		<i>Rivers.</i> —At mile $4\frac{1}{4}$, cross stream, 10-yard bed, 3 yards and 6 inches of water at site of old bridge.
		At mile $9\frac{1}{2}$, cross stream, nearly dry; stone bridge, three arches in all, 32-yard span.
		<i>Camping-ground.</i> —In fields.
		<i>Supplies.</i> —Very small.
2	HUANG-TS'AO-SHAO.	15 m. 4 f. General direction north-east; path fair, except where
26 m. 4 f.		badly paved. Up hill, but not steep, to 6,500 feet, mile $1\frac{1}{2}$; level into narrow valley, up it on hillside to watershed at 7,100 feet, mile $3\frac{1}{4}$; down slightly into cultivated valley, $\frac{1}{2}$ mile broad, along fields to Mi-tien-kai, mile $7\frac{1}{4}$, 6,900 feet, (80 houses), fair inn. Down

ROUTE No. 62—*contd.*

same valley past Niu-p'ing-ch'uan, at mile 9, between small hills into same valley past Pai-sha-p'o at mile $9\frac{3}{4}$; over low saddle at mile $10\frac{3}{4}$, 7,100 feet; drop 300 feet into valley again, path paved, badly in parts, to bridge over small stream at mile $13\frac{1}{2}$, keep on hillside, generally 100 feet above stream, to Huang-tsao-shao, 6,400 feet, mile $15\frac{1}{2}$, (20 houses); small inn.

Rivers.—At mile $13\frac{1}{2}$, rocky stream, 1 foot deep, crossed by 15-yards bridge.

Camping-ground.—In terraced fields.

Supplies.—Small.

3	K'UN-HSIN- CH'IAO.	12 m 4 f.	General direction north-east. path paved, generally
---	-----------------------	-----------	---

39 m. Gradually descend into valley, some small ups and downs, down to stream at mile $3\frac{1}{4}$, past Ch'u-ch'ang (20 houses), small inn, 5,800 feet; at mile 4 cross stream with poor inn. Ch'a-la-shao on banks at mile 7, 5,700 feet, past 2 or 3 hamlets, past Kuan-yin-pai-shan at mile $10\frac{1}{4}$, and Jên-t'ou-kuan (8 houses) at mile 11, 5,600 feet to K'un-hsin-ch'iao (20 houses) at mile $12\frac{1}{2}$, 5,100 feet; small inn.

Rivers.—At mile 7 rocky stream 8 yards by 1 foot, site of old bridge.

Camping-ground.—In fields above village.

Supplies.—Small.

4	PAI-YEN- CHING.	12 m. 4 f.	General direction north-east, path fair, cross river, and
---	--------------------	------------	---

51 m. 4 f. up side valley deeping at first on hillside, past hamlet at mile 1, and San-chia-ts'un (10 houses) at mile $1\frac{1}{2}$ and at mile $1\frac{3}{4}$ cross stream, village Ch'iao-t'ou-shao 5,600 feet; up smaller valley past scattered hamlets Pan-ko-shan at mile $3\frac{1}{4}$, 6,100 feet, up hill steep foot path (mule-road zig-zag on adjoining spur about 1 mile longer), to mile $4\frac{1}{4}$; 7,300 feet, along spur at mile $5\frac{1}{4}$; 7,600 feet, then level to ridge at mile $6\frac{1}{2}$, 7,900 feet, level past San-ch'a-ying mile $6\frac{3}{4}$; level along ridge dipping at mile $7\frac{3}{4}$, 7,600 feet and up to Kuan-yin-miao, 8,000 feet, mile $8\frac{3}{4}$; down hill, but not steep on side of spur to mile $11\frac{1}{2}$, 6,600 feet, then steeper to Pai-yên-ching, mile $12\frac{1}{2}$, 5,700 feet, long crowded village in deep valley, several inns.

Rivers.—At commencement, cross large stream, bed 60 yards, water 40 yards by 3 feet, fordable in places, by wooden covered bridge, 54 yards long, 3 yards wide, one stone pier and one wooden support.

At mile $1\frac{3}{4}$, rocky stream, little water, crossed by 18-yard covered wooden bridge in 2 spans.

Camping-ground.—None.

ROUTE No. 62—*contd.**Supplies.*—Good.

5 KO-CHANG . 10 m. 4 f. General direction
south-east : path
very fair up valley

62 m.

to mile 1, then up branch cultivated valley, skirting it; at mile 3 cross cultivation, and pass Liu-shu-t'ang, at mile $3\frac{3}{4}$ (Road to Yao-an (Hsien) here branches off); valley much broken up, pass Li-wu at mile $5\frac{1}{4}$; up over spur at mile 6, 6,100 feet; dip into small valley, and up it on terraced fields to mile $6\frac{3}{4}$, Lan-hua-ch'ih, up small valley, then up steep spur over ridge at mile 8, 7,300 feet, into small cultivated valley, down it, pass Hsia-chia-pa at mile $9\frac{1}{4}$, 6,900 feet, reach Ko-chang, at mile $10\frac{1}{2}$, 6,800 feet, no inn, 10 houses. Mule-road which is 1 mile longer here joins in.

Camping-ground.—In fields.*Supplies.*—Very small.

6 TA-YAO (HSIEN) 9 m. 6 f. General direction
south-east : path
good. Level down

71 m. 6 f.

valley, 200 yards wide, footpath amongst the fields, mule-road skirts them, pass Hsiao-lu (20 houses) mile $1\frac{3}{4}$, then up similar valley, past Ch'a Ho at mile 3, over saddle at mile $3\frac{3}{4}$, 7,000 feet, down similar valley, past Ho-chia-t'un (40 houses); at mile $4\frac{1}{2}$, 6,800 feet; several inns (this is the usual mule stage), level down valley skirting cultivation past Huo-shao-ch'iao at mile $6\frac{3}{4}$, cross very low saddle into branch of Ta-yao plain; down and cross it, round low spur, pass several villages on edge of plain, cross low ridge at mile 9 into Ta-yao at mile $9\frac{3}{4}$.

ROUTE No. 63.

FROM PIN-CH'UAN (HSIEN) TO T'IEH-SO-TA-YING.
(RIGHT BANK OF YANG-TZE.)

91½ miles.

8 stages.

Authority.—Mr. J. S. Ker.—March 1899.

Epitome.—A fair mule-road.

The road descends a valley for two stages, and then crossing a spur (height 7,600 feet) passes over hilly, rocky country for two stages to the T'ieh-so plain.

Camping-grounds.—Poor at all stages.

Water.—Good throughout.

Supplies.—Very small except at stage 8.

No. of stage and total distance.	DETAILS.	
1	CH'IAO-TIEN- KAI.	11 m
11 m.		
2	HUANG-TS'AO- SHAO.	15 m. 4 f.
20 m. 4 f.		
3	K'UN-HSIN- CH'IAO.	12 m. 4 f.
39 m.		
4	PAI-YEN CHING	2 m. 4 f.
51 m. 4 f.		
5	KUAN-FANG	10 m.
61 m. 4 f.		

See Route No. 62
stages 1 to 4.

General direction
north. From the
town the road
follows the left bank of stream, crosses to right bank by wooden
bridge at outskirts and rises up the valley 150 feet; then down to
stream at ¾ mile which is crossed by roofed wooden bridge, 21
yards long with central pier. From here road rises up left bank
and is almost too narrow for mules to pass; it continues to
undulate and wind along the valley high above the stream, and
at 5 miles Ta-sung-p'ing (15 houses) is passed through (5,700
feet). There is now a gradual descent to the stream, crossed

ROUTE No. 63—*contd.*

by roofed wooden bridge, 26 yards long with central pier, at 8 miles, height 5,200 feet. At $8\frac{1}{4}$ miles Niu-chien-fang (7 houses) is passed through and road rises up the bank 150 feet, continues level, then goes down to right bank of river, following it for a few hundred yards to Kuan-fang. Elevation 5,000 feet; 4 houses.

Fodder.—No grazing.

Supplies.—From San-ch'a-ho, 15 houses, on opposite side of valley.

6	CHIH-MO-KE- LAI-PO.	12 m.	General direction north-north-west.
---	------------------------	-------	--

73 m. 4 f. Road follows up right bank of river, gradually rising up the valley, then at 3 miles zig-zags down to cross tributary 4,500 feet. Road continues along bank of this stream for some way, then gradually rises 250 feet and continues fairly level, till at $6\frac{1}{2}$ miles To-la (20 houses) is passed on the right a little above the road which here goes down to cross stream.

There is now a more or less gradual ascent up valley face till, at $11\frac{1}{2}$ miles, Yü-shih-pê (20 houses) is passed through (5,800 feet) and Chih-mo-ke-lai-po (8 houses) is reached at 12 miles and 5,950 feet. Several small fordable streams *en route*.

Camping-grounds.—Exist.

Water.—Good.

Fodder.—Very little grazing.

Supplies.—Ample.

7	NI-KU	7 m. 4 f.	General direction north-north-west.
---	-------	-----------	--

81 m. Steep ascent of 300 feet to second part of village (10 houses) on top of spur; now gradually down spur 150 feet to small stream, then up next spur 250 feet. After slight descent Mo-cha-la (12 houses) is passed through, then there is long ascent, steep in places, till spur is crossed at $4\frac{1}{2}$ miles and 7,600 feet.

Gradually down the spur 200 feet in 1 mile, then very steeply zig-zagging down to 6,050 feet at $6\frac{1}{2}$ miles where rushing stream is crossed and immediately after a similar stream. Road now goes steeply zig-zagging up narrow valley crossing stream 250 feet up and continuing up other side to Ni-ku. Distance $7\frac{1}{2}$ miles. Elevation 7,000 feet. Jungle village (7 houses).

Several small fordable streams *en route*.

Camping ground.—Nil.

Fodder.—Nil

Supplies.—Poor.

ROUTE No. 63—*contd.*

8	T'IEH-SO-TA YING.	10 m. 4 f.	General north.	direction Road
---	----------------------	------------	-------------------	-------------------

91 m. 4 f.
valley winding round spur after spur and fairly level. At $1\frac{3}{4}$ miles, on end of spur, Yang-ch'ang-p'o (6,950 feet) is passed through and road leads across another valley, round spur at $3\frac{1}{4}$ miles, and follows river valley, high above at 7,550 feet. Within next 6 miles a series of deep valleys is crossed. T'ieh-so valley is reached at $9\frac{1}{2}$ miles and road follows up to village at $10\frac{1}{2}$ miles.

This is in a valley about $\frac{1}{2}$ mile wide and 1 mile long, all under terrace cultivation, with several villages. Elevation 6,700 feet.

Camping ground.—None.

Water.—Good.

Fodder.—No grazing.

Supplies.—Of all kinds plentiful.

ROUTE No. 64.

FROM T'IEH-SO-TA-YING TO HUI-LI (HSIEN).

160 miles.

14 stages.

Authority.—Mr. J. S. Ker.—March 1899.

Epitome.—A road crossing the Yang-tze to the important town of Hui-li in Ssü-ch'uan.

A fair mule-road but rough in places

The road passes over hilly country for three stages and then runs down a valley for two stages, crossing several spurs in stages 6 and 7. In stage 9 the road mounts the range bordering the right bank of the Yang-tze, crossing the river by boat ferry in stage 10. The road then crosses several small spurs bordered by fordable streams and crossing a ridge (height 6,270 feet) in stage 12, descends to the An-ning Ho, a tributary of the Yang-tze. The road then leads up a small valley, crossing the watershed (8,900 feet) in stage 14 and descending thence to the town.

Camping grounds.—Very poor except at stages 8, 11 and 14.

Water.—Good throughout.

Supplies.—Good at stages 2, 4, 6, 8, and 14 only.

No. of stage and total distance.	DETAILS.	
1 5 m. 4 f.	LA-PA	5 m. 4 f. General direction east. Road follows up the valley and stream is crossed at 1 mile and 6,850 feet.
<p>From here a stiff ascent of 2,000 feet to the top of the spur at 3½ miles and 8,250 feet, passing through two villages of 15 and 10 houses at 1¼ and 1½ miles, respectively.</p> <p>Now down the face of a valley to 6,800 feet, where at 5 miles a rushing mountain torrent is crossed.</p> <p>Then steep ascent up small valley to La-pa, 2 villages (Lo-lo) of 12 houses on opposite sides of small valley. Height 7,100 feet. Distance 5½ miles.</p> <p><i>Camping ground.</i>—Nil.</p> <p><i>Fodder.</i>—No grazing.</p> <p><i>Supplies.</i>—Small.</p>		
2 18 m.	SAN-T'A- CH'ANG.	12 m. 4. General direction south-east. Road leads down from village to the main stream crossed in previous stage, and the

ROUTE No. 64—*contd.*

valley of this stream is followed up from one bank to the other on a more or less gradual ascent, stream being crossed at $2\frac{1}{2}$ miles and again at $4\frac{1}{2}$ miles. At 8 miles and 10,200 feet the valley flattens and there is a slight ascent to the saddle crossed at $8\frac{1}{2}$ miles and 10,450 feet.

Now down a bare hill side on to a spur at 10 miles and, 8,850 feet. Road, which is bad, zigzags down face of spur, then winds around several valleys down to San-t'a-ch'ang on stream bank. Three villages of same name, two on a stream bank and one in valley above; about 100 houses all told.

Centre of walnut-oil trade: elevation 7,040 feet.

Camping ground.—None.

Foeder.—No grazing.

Supplies.—Of all kinds ample but brought from Ta-yao Hsien.

3	PEI-YU-TI	. 11 m. 4 f.	General direction east. Road leads up the narrow
---	-----------	--------------	--

29 m. 4 f.
stream valley, crossing and recrossing stream frequently.

At $2\frac{1}{2}$ miles there is ascent of 550 feet up the right bank and road follows round spur after spur still rising. At $3\frac{1}{2}$ miles and 8,200 feet Lao-la-jo, a Lo-lo village, is passed just on right of road, another portion being below (20 houses altogether). Still rounding spurs and undulating, the saddle is crossed at $6\frac{1}{2}$ miles and 9,550 feet.

From here road winds amongst a jumble of peaks up and down a few hundred feet to another saddle at 9,500 feet and $7\frac{1}{2}$ miles. Now a gradual descent down narrow valley of dry stream bed for 1 mile; here at 8,850 feet there is ascent of 170 feet up left face, and a rough road winds around spurs fairly level till at 10 miles it passes below one portion of Pei-yu-ti. Now down steeply through another portion to the inn beside dry stream bed at $11\frac{1}{2}$ miles and 8,100 feet.

Supplies.—Nil.

4	A LA-TI	. 12 m.	General direction north-east. Road follows nearly dry
---	---------	---------	---

41 m. 4 f.
stream bed till at 2 miles it leads up the bank, continuing fairly level, though bad, and $\frac{3}{4}$ mile further passes Ho-t'ao-p'ing, jungle village on right of road.

At 6 miles there is sharp descent of 600 feet to stream bed (6,800 feet). Stream (12 yards \times 9 inches) is now followed being crossed 8 or 9 times, till at miles road leads up right bank, and continues fairly level at 6,750 feet. At 9 miles Ch'a-ku-ti is passed through and small stream crossed at $10\frac{1}{2}$ miles and 1,300 feet.

ROUTE No. 64—*contd.*

Still following right bank of stream, Ho-tui-mên (30 houses) is passed through at 11 miles.

Now down to the stream (14 yards \times 6 inches) 6,180 feet, and crossing it road follows left side of the valley to A-la-ti, 6,375 feet, 60 houses.

Camping ground.—None.

Fodder.—No grazing.

Supplies.—Plentiful.

5	HSIN-KAI-TZŪ	9 m.	General	direction
				east-north-east.

50 m. 4 f.

Road continues to

follow down the valley, winding round successive spurs and at $1\frac{3}{4}$ miles leads down to stream 6 yards (bed 15 yards wide) from the left crossed at 6,250 feet.

Now up 200 feet gradually: at $4\frac{3}{4}$ miles, Hsing-p'ing-shao is passed below the road; still following around spurs there is descent to small stream at $6\frac{1}{4}$ miles and 5,900 feet. Crossing a low spur, down to stream bank and through two houses of Hsiao-chih-mo (5,800 feet), the village (15 houses) being on hill above.

Road winds around spur face and down to stream crossed at $8\frac{1}{4}$ miles, and 5,800 feet stream 15 yards by $1\frac{1}{2}$ feet deep at ford). Ta-chin-mo (50 houses) is on valley face above.

Following along valley face, Hsin-kai-tzŭ, is reached at 9 miles and 5,850 feet.

New village of 25 houses.

Supplies.—Plentiful.

6	CH'ANG-CH'IN .	13 m.	General	direction
				east-north-east.

63 m. 4

Road leads down to

stream crossed at $\frac{1}{2}$ mile and 5,400 feet and follows on to main stream bank. At $1\frac{1}{4}$ miles, Niu-p'êng tzŭ (12 houses in 2 parts) is passed through. Now down and up steeply to 5,900 feet at $3\frac{1}{4}$ miles, road being above the junction of a stream from the right with the one followed so far. This stream valley is now followed and at $4\frac{3}{4}$ miles. Ta-p'i-ling (25 houses) and 5,690-feet is passed through.

Thence down to stream bed, following it up and crossing and recrossing it six times, then over a low spur and passing through Lêng-shui-ching (6 houses) at 7 miles and 5,800 feet.

Again down to stream, crossing it several times, till, at 8 miles pass 2 houses of Tsao-ku-tien on left bank, 100 feet above stream, the village (10 houses) itself being on opposite bank. Now on a stiff ascent for 1 mile to saddle crossed at 6,870 feet. Road now follows stream of another valley, the stream being crossed and recrossed many times; bed rocky and going bad.

ROUTE No. 64—*contd.*

At 12 miles road leads on to valley face and Ch'ang-ch'in (20 houses) is reached at 13 miles ; 7,580 feet elevation.

Fodder.—No grazing

Supplies.—Plentiful.

7 MA-KU-PA . 15 m. 4 f. General direction
north-east. Road
follows up small

79 m.
stream valley and crosses low range at $1\frac{1}{2}$ miles and 7,900 feet ; another valley is now followed down and stream is crossed at $2\frac{3}{4}$ miles (7,530 feet), beside Ta-mê-ti, detached village in small flat valley. Now up narrow valley gradually, steeply, 450 feet in $\frac{1}{2}$ mile, up bank to cross low spur. Down spur over bad sandstone, then road to 7,400 feet at 4 miles where stream is crossed.

Now gradual ascent for 1 mile to 7,950 feet, then undulating and winding across spurs to Têng-ts'ao-p'ing (10 houses) at 6 miles and 7,950 feet. A further steep ascent for $\frac{3}{4}$ mile to 8,600 feet and descent of 400 feet around head of valley and then up gradually, passing through Pei-sha-p'o (4 houses) at 8,850 feet and 10 miles, to top of ridge at 11 miles and 9,000 feet.

There is now gradual descent to Kan-shu-tzu (20 houses) passed through at 12 miles and 8,300 feet : down around spurs, cross stream full of granite boulders (7,050 feet), few houses of Ma-ku-pa being on bank above at 14 miles.

Valley is followed for $1\frac{1}{2}$ miles over bad road, portions of the village being passed.

Inn beside stream at $15\frac{1}{2}$ miles and 6,400 feet.

Camping ground.—None.

Fodder.—No grazing.

Supplies.—Not plentiful.

8 JEN-HO-KAI . 13 m. General direction
north-north-east.
Road follows down

92 m.
valley and at 1 mile the stream is crossed. Hsia-ma-ku-pa (4 houses) is passed through at $1\frac{1}{2}$ miles, and road continues to wind along bank of stream and crosses numerous small side valleys, till, at $3\frac{1}{4}$ miles, stream is crossed and again (5,200 feet) at $5\frac{1}{2}$ miles. Shao-fang (8 houses) is passed through at 6 miles. Again stream is crossed at $7\frac{1}{2}$ miles ; at 9 miles Ta-chi-chou, 15 houses, and, at $10\frac{1}{2}$ miles, Wu-hou-tzŭ are passed through. There is now a rise up the bank and several spurs with deep valleys are skirted.

Descending to the valley, Jên-ho-kai is reached at 13 miles and 4,200 feet, 200 houses, narrow streets.

Camping ground.—In broad valley.

Supplies.—Plentiful.

ROUTE No. 64—*contd.*

9 T'OU-TI . 8 m. 4 f. General direction
of narrow stream
100 m. 4 f. east. Road follows
valley, rising gradually, and at $\frac{3}{4}$ mile stone arch bridge is crossed at
junction of two small streams with rocky beds. There is still a
gradual rise to $2\frac{1}{4}$ miles, then steep ascent up face of valley to spur
crossed at 5,450 feet and $3\frac{1}{2}$ miles. Now down spur 500 feet to
small stream crossed at $4\frac{1}{2}$ miles, and up through Pan-chiu-wan
(9 houses); road still continues steadily up to 5,260 feet at $5\frac{1}{4}$ miles,
and then winds around successive spurs, level for $\frac{1}{2}$ mile, then un-
dulating a little to T'ou-ti. Distance $8\frac{1}{2}$ miles. Elevation 5,350
feet.

Camping ground.—Nil.

Fodder.—Some grazing on hillside.

Supplies.—Small.

10 SAN-TUI-TZU . 7 m. 4 f. General direction
north. Road leads
108 m. around spur, level
for $\frac{3}{4}$ mile, then gradually down to right bank of Chin-sha over
partly rocky road at $3\frac{1}{4}$ miles.

Elevation of river at ferry 3,700 feet, and river from 140 to 180
yards wide: right bank gradually sloping down to water's edge and
covered with small boulders: left bank more steep.

Road now follows along left bank of the river; A-chi-lu (6
houses) is passed through at 4 miles and Cha-shih (30 houses) at
 $5\frac{3}{4}$ miles, the road between being through a flat part of the valley
with about 250 yards width under cultivation.

Beyond, the low hills flanking the river come down to the water,
and the road on a rocky shelf leads along bank till stream is crossed
at $6\frac{1}{2}$ miles. Continuing along the bank on a bad road, San-tui-tzu
is reached at $7\frac{1}{2}$ miles. Elevation, 3,765 feet; 40 houses.

Rivers.—Yang-tze or Chin-sha, 140 yards to 180 yards at ferry
of Hung-pu-so, crossed at $3\frac{1}{4}$ miles. Two flat-bottomed boats, 30
feet long by 2 feet 6 inches deep by 8 feet wide at gunwhale, sloping
down to 5 feet. Each boat carries 15 loaded pack saddles, or 12
mules or 40 men; several smaller boats also.

Six minutes to cross when loaded, 14 minutes to recross and
34 minutes to cross, unload and recross. Current at ferry 4 to 5
knots.

Camping ground.—None.

Fodder.—No grazing.

Supplies.—From one stage off.

11 CHANG-KUAN. 11 m. General direction
T'UN. east, then north-
119 m. north-east. The

ROUTE No. 64—*contd.*

previous stage is retraced for over $\frac{1}{2}$ mile, then up the valley face 100 feet and then around small spurs. At $1\frac{3}{4}$ miles a small stream is crossed and top of spur is reached at 2 miles and 4,160 feet. Road now crosses small stream, and follows right bank crossing at 3 miles a stream 4 yards wide. At 4 miles Wan-wan 10 houses, in flat valley is passed through, and here road to Hui-li, hitherto followed, branches off to the right. At $4\frac{1}{2}$ miles, stream 4 yards wide (4,120 feet) is crossed and road now leads up spur steeply and along ridge, elevation at 6 miles being 4,600 feet. Road continues along ridge, and around a succession of low peaks till at $8\frac{1}{2}$ miles there is a descent of 200 feet from 5,050 feet to small stream.

Crossing stream, its valley is followed up and Ma-huang-k'ou is passed. Crossing a spur or two, road leads on to valley face which is followed down to cross stream at $10\frac{1}{4}$ miles, and 4,800 feet. There is now gradual ascent over paved road, past a village, then crossing stream by stone arch bridge and on to Chang-kuan-t'un.

Village is in small plain all under cultivation, one of 9 villages containing about 100 houses. Elevation, 5,000 feet.

Fodder.—Good grazing.

Supplies.—Of all kinds.

12 CH'A-K'OU

16 m. General direction
north-north-east.

135 m.

valley and at 1 mile small stream is crossed. There is now a gradual ascent to ridge at 5 miles and 6,270 feet.

Passing down into another valley about $\frac{1}{2}$ mile wide Mêng-liang-pa (50 houses) is passed through at $5\frac{3}{4}$ miles and 6,100 feet, a small stream being crossed by stone arch bridge just beyond village.

There is now slight ascent for 1 mile into another valley which is followed up and at $8\frac{1}{2}$ miles Ch'ang-ch'ung (6 houses) is passed. Road now leads to head of a valley, and follows round spur after high upon face at 6,200 feet till at 10 miles there is steep descent for $3\frac{1}{2}$ miles to the banks of An-ning river at 4,200 feet: here stream bed is crossed (50 yards wide) 100 yards above junction and left bank of An-ning is followed, bad in places; the road leads on to flat part of the valley and Shih-t'ou-ts'un (15 houses) is passed at 15 miles.

Crossing a small stream beyond, road leads across a low spur and Ch'a-k'ou is reached at 16 miles: village of 50 houses, 400 houses around.

Camping ground.—Very small.

Fodder.—Very little grazing.

Supplies.—Of all kinds.

ROUTE No. 64—*contd.*

13

P'O-CHIO .

11 m. General direction

south-east. Road

leads down to broad

146 m.

stream bed, crosses it, and follows on to the left bank of An-ning Ho. At 2 miles Mi-i-ssu is opposite on other side of river, said to have 1,000 houses, appears to have 500. Ferry $\frac{1}{2}$ mile lower down the river, which is 50 yards wide with broad gravel bed.

At 3 miles road strikes off from river across flat, sandy part of valley, and at $3\frac{1}{2}$ miles Ma-chia-ch'ien (10 houses) is passed on right. From here gradual ascent over low spur to 4,350 feet at 5 miles: below is broad valley with Ping-ku, 150 houses detached opposite bank. Now down to dry stream bed crossed at 6 miles, and into main valley $\frac{1}{4}$ mile wide following it up on shelf in hillside. At 8 miles Hsiao-ho (20 houses) is passed through and immediately beyond, after crossing stream by stone arch bridge, Lao-kai-tzu (80 houses) is passed through; third day *bazaar*.

Road now leads down to stream bed, over $\frac{1}{4}$ mile wide, which is followed up, stream being crossed 4 times. A short ascent of 200 feet and P'o-chio on hill face is reached at 11 miles, 3 houses. Elevation 4,650 feet.

Camping ground.—None.

Fodder.—Some grazing on terraced ledges.

Supplies.—Small.

14

HUI-LI (HSIEN) .

14 m. General

direction

south-east. The

road continues

160 m.

steeply up the hill face and at $2\frac{1}{4}$ miles and 6,400 feet, Chien-shan (4 houses) is passed on right of road. Now gradual ascent on a steep valley face to 8,200 feet at $4\frac{1}{2}$ miles and then fairly level stretch in and out of small *nullah*. At $5\frac{1}{2}$ miles Hung-chu (3 houses) is passed through, and, one mile beyond, the stream is crossed at 8,170 feet.

Road now ascends the bank steeply and along narrow valley face to the watershed crossed at 8,900 feet and $7\frac{1}{2}$ miles.

Now down into narrow valley; road leads through rocky gorge and down steeply to stream bed at 7,700 feet and 9 miles, going very bad here.

The rocky stream bed is descended, the stream being crossed here and there. At 11 miles Chiang-ts'ao-pa (4 houses) is passed and after another mile valley broadens out.

Still following stream, it is crossed and Ching-chuang-miao (30 houses) passed through at $13\frac{1}{4}$ miles. Road now is paved and leads down to stream crossed by stone arch bridge. Elevation 6,400 feet. Hui-li reached at 14 miles.

NOTE.—For an alternative route for last 4 stages see route 59.

ROUTE No. 65.

FROM HSING-CHUANG TO TA-YAO (HSEN).

88 miles.

7 stages

Authority.—Captain C. Ryder, March 1899.*Epitome.*—A road branching south across the Yang-tze from stage 7 of the road from Yung-pei to Hui-li (see Route 58).

A very fair unpaved mule-road.

Crossing the Yang-tze in stage 1, the road ascends easily a small valley, crossing the ridge in stage 3 (height 7,500 feet) and descending thence into a cultivated valley. The road then passes over low, bare, undulating country, being rather steep and rocky in places in stage 6, and in stage 7 passes up the valley of the Ta-yao Ho to the town.

Camping grounds.—Good at stages 1, 4, and 7 only.*Water.*—Good throughout.*Supplies.*—Small except at stages 4 and 7.

No. of stage and total distance.	DETAILS.
1 JEN-HO-KAI	11 m. General direction at first east, then south-east. After
11 m.	crossing the Yang-tze, path level, unpaved and very fair, path keeps on hillside overlooking the Yang-tze, passing Lu-lung at mile 3, descends steeply 300 feet to the river, height 3,350 feet, 120 yards wide at mile 6. Strong current, rapid just above crossing, but none below. Two boats, each takes 6 loads at a time. The river here has made a short, abrupt bend northward. Two houses on right bank. Climb opposite bank and proceed, fairly level through small hills, keeping on right side of an almost dry <i>nullah</i> , steep banks 20 yards wide, pass scattered hamlets of Wei-yo-shu about mile 9½, then drop 200 feet on to small plain on both sides of the above <i>nullah</i> , which here widens out to a bed of 200 yards width; cultivation both sides, pass through Lao-kai-tzu at beginning of plain, and reach Jen-ho-kai at mile 11; 100 houses, closely packed; fair inn. Height 3,850 feet.
<i>Supplies.</i> —Fair.	
2 TA-T'IENT-KAI .	14 m. General direction south. Path level and fair, un-paved
25 m.	cross the almost dry, broad bed of stream and proceed up the valley

ROUTE No. 65—*contd.*

among fields to mile 1, then cross over low spur and pass Ta-hsing-tsun at mile $1\frac{1}{2}$, valley about $\frac{1}{2}$ mile wide, path through fields to Tsung-kuan and Ch'a-t'ang at miles $2\frac{1}{2}$ and 3. At mile $4\frac{1}{2}$ the plain ends, cross the stream twice, the valley then narrows. Keep up left bank, cross to right bank at Pan-ch'iao mile 8; at mile $9\frac{1}{2}$ the stream branches into two follow up the eastern branch, passing Ta-fangchien, Pê-ni-pio, and Pien-na-i at miles $10\frac{1}{2}$, $11\frac{1}{2}$, and $12\frac{1}{2}$. Path then ascends amongst small hills to plateau at mile 13, cultivated; then level to Ta-t'ien-kai, mile 14, height 5,200 feet, 80 houses. Fair inn, and the residence of a French Roman Catholic priest.

Supplies.—Fair.

3	TA-P'O-KUAN .	13 m.	General direction south. Path fair, circle round plateau
<hr style="width: 10%; margin-left: 0;"/>			
38 m			

to mile $\frac{1}{2}$; then follow up small stream bed to mile 1, up fairly steep ascent to mile $4\frac{1}{2}$, height 6,550 feet; then level on hillside to mile 6, cross saddle and up hill, at first steep, to ridge at mile $6\frac{1}{2}$, height 7,350 feet; along ridge, ascending slightly to mile 7, height 7,500 feet; then along broad, undulating ridge, keeping about the same level, passing small hamlets, Ch'a-lu and Shuang-lung-t'ang at miles $7\frac{1}{2}$ and $8\frac{1}{2}$; then descend, but good gradient, to mile 12, then level along small stream through terraced fields to Ta-p'o-kuan, mile 13, height 5,650 feet; small inn, village in two parts, about 40 houses in the two together.

Supplies.—Small 5-days bazaar.

4	TSO-CH'IA .	9 m.	General direction south-east. Path level and fair, winds
<hr style="width: 10%; margin-left: 0;"/>			
47 m.			

amongst small knolls, slightly descending, passing Mê-chuang-ho (hamlet) at mile 2; cross almost dry bed of stream 20 yards wide at mile $4\frac{1}{2}$, keep on left bank to mile 6, then cross 20 yards bed, pass valley widening out to about $\frac{1}{4}$ mile, and cultivated; then several small hamlets. Plain ends at mile 7; through narrow gorge for 200 yards, recrossing the stream when the valley opens out again; a path leads through fields to Tso-ch'ia, 150 houses, height 8,200 feet. Big village, good inn. Surrounding hills, low rolling downs, quite bare.

Supplies.—Good.

5	SO-LO-WU .	12 m. 4 f.	General direction south-west. Path fair, unpaved.
<hr style="width: 10%; margin-left: 0;"/>			
59 m. 4 f.			

Cross 30-yard bed of stream, nearly dry; path then keeps level amongst low bare downs, after crossing 1 mile of cultivation. Pass

ROUTE No. 65—*contd.*

Ling-hua-ch'ih at mile $2\frac{1}{2}$, Ta-lien-ch'ih at mile $3\frac{1}{2}$, and Kai-hung at mile 5; at mile 7 drop to 4,650 feet, and cross the Yang-t'ieh Ho (30 yards \times 6 inches) at mile $7\frac{1}{2}$; then through small village and $\frac{1}{2}$ a mile of cultivation, then steepish up-hill to top at mile 9, 5,800 feet; level on open spur to mile $10\frac{1}{2}$, then descend, not steep, to So-lo-wu, mile $12\frac{1}{2}$, height 5,150 feet, crossing nearly dry *nala* just before entering village, 10 houses. Inn.

Camping ground.—On terraced fields.

Supplies.—Very small.

6	CHOU-CHIA- TING.	14 m.	General	direction
---	---------------------	-------	---------	-----------

73 m. 4 f.

Path goes up hill to mile $1\frac{1}{2}$, height 5,800 feet, level through I-wan-shui (4 hamlets) to mile $2\frac{1}{2}$, and $\frac{1}{2}$ mile of cultivation to mile 3, then up hill, not steep, to 6,050 feet, and level to mile 4; slight descent and level on spur to mile 7, descend by steep zig-zag to Chiang-ti Ho, mile 8, crossed by chain suspension bridge, 35 yards long, but stream fordable except in rains, height 4,600 feet; then up steep path, zig zagged and fairly graded to top, 5,800 feet at mile $9\frac{1}{2}$. Path level through Chiang-t'ou; keep on hillside, crossing small spurs, where path is rocky to Chou-chia-ting, mile 14, height 5,950 feet. Small village; bad inn.

Supplies.—Very small.

7	TA-YAO HSIEN	14 m. 4 f.	General	direction
---	--------------	------------	---------	-----------

88 m.

Path fair and level up the valley of the Ta-yao Ho all the way. Valley at first narrow but throughout cultivated; at mile 4 pass Ta-lung-wan-ch'in on the right; here a footpath crosses the stream (nearly dry), and rejoins the mule-road at Nan-ni-ch'in at mile 6; having recrossed the stream at mile $5\frac{1}{2}$, the mule-path keeps on the left bank all along, skirting the narrow cultivation. At mile $7\frac{1}{2}$ the valley narrows for a short distance; at Hui-yao, mile 10, the footpath again crosses the stream, and passes Su-hai-chung at mile $11\frac{1}{2}$; the valley gradually opens out into a plain, footpath recrosses stream, unfordable, no current, at the site of an old bridge, 15 yards long, 3 planks laid on old piers; mule-path here joins in, having as before kept on the left bank: pass through Juan-tung and skirting small hills, cross plain to Ta-yao Hsien. Small walled town, fair inn, 500 houses; height, 6,200 feet. Head Quarters of a District Magistrate.

Supplies.—Good.

ROUTE No. 66.

FROM TA-YAO (HSIEN) TO TING-YUAN (HSIEN).

41 miles.

3 stages.

Authority.—Captain C. Ryder, December 1899.*Epitome.*—A mule road in good condition, but narrow in places at the beginning of stage 2.

The road runs with easy gradients over a cultivated country, crossing several undulating valleys.

Camping grounds.—Good at stage, 3, fair at stages 1 and 2.*Water.*—Good throughout.*Supplies.*—None except in stage 3.

No. of stage and total distance.	DETAILS.		
<hr/> 1	LUNG-WANG-KO.	10 m. 4 f.	General direction south; path very fair, along Yao-an
10 m. 4 f.	(Hsien) road to mile $4\frac{3}{4}$; across fields past Ta-chiang-t'un at mile 5 and Ts'ang-kai at mile $5\frac{3}{4}$, 6,700 feet; over ridge 200 feet rise and down into narrow cultivated valley $\frac{1}{2}$ mile wide gradually narrowing; up it, pass Chang-chia-shan-t'un at mile 7, cross cultivation and generally keep on left side: at mile 9 valley turns sharp to left, at mile $10\frac{1}{2}$ cross to right side and camp at Lung-wang-ko. Good temple (6 houses); no inn.		
	<i>Camping ground.</i> —In fields.		
	<i>Supplies.</i> —Very small.		
<hr/> 2	WANG-CHAO-LI.	15 m.	General direction south-east; path narrow to Yao-an
25 m. 4 f.	(Hsien) road, then good. Up same valley through cultivation to mile 1, then along hillside at mile 3, cross small stream in valley at 7,100 feet. Up again on hillside past San-tao-ch'ing (2 houses) at mile $3\frac{1}{2}$; along hillside, cross same small stream at mile $4\frac{1}{2}$, 7,500 feet; over low watershed 300 feet rise, into narrow, cultivated valley, join Yao-an (Hsien) road at mile $5\frac{1}{4}$, down this valley pass Sha-ling-kuo-shu at mile $5\frac{1}{2}$, 7,700 feet; skirting cultivation pass several villages between $7\frac{1}{4}$ and $7\frac{1}{2}$ miles, Ching-ch'ang-kuan; cross valley, cross shallow stream at $9\frac{1}{4}$, over low saddle, past Hsin-kai-tzû at mile $9\frac{1}{2}$. Cross shallow stream at mile 10, 7,300 feet; up cultivated valley level past Kuan-shan at mile $10\frac{1}{4}$; valley soon breaks up, cross low ridge at mile $12\frac{3}{4}$, 7,800 feet, down spur into narrow		

ROUTE No. 66—*contd.*

cultivated valley at mile 4, 7,400 feet, down the valley to Wang-ch'ao-li at mile 15, 7,300 feet; 20 houses, no inn.

Camping ground.—In fields.

Supplies.—Small.

3	TING-YUAN HSIEN.	15 m. 2 f.	General direction south-east. Path good. Down valley
---	---------------------	------------	--

40 m. 6 f.
pass hamlet at mile $1\frac{1}{2}$, and Hsiao-shao, 7,000 feet at mile $2\frac{1}{2}$; cross stream twice on each side of P'u-chi-ch'iao (10 houses) 6,900 feet at mile $3\frac{1}{4}$; continue down the valley to its junction with another; up it, passing Huo-shao-t'un at mile $4\frac{1}{2}$ and Lan-i-ching (10 houses) at mile $5\frac{1}{4}$, over low ridge at mile $5\frac{1}{2}$, 7,100 feet (rise 200 feet) round the head of two small valleys and down spur to valley one house at mile $7\frac{1}{4}$, 6,800 feet; down winding valley to mile $9\frac{1}{4}$, Shan-ya-k'ou, 6,600 feet; level over low saddle on to larger undulating, cultivated plain, pass Yang-kang-t'un at mile $10\frac{1}{2}$; over broad low spur on which is T'ien-t'ai-ssü at mile $12\frac{3}{4}$, 6,400 feet; across plain to Ting-yüan (Hsien) at mile $15\frac{1}{4}$, small walled town. Several inns. Head Quarters of a District Magistrate.

At mile $3\frac{1}{4}$, cross stream twice, first by 4-yard arch, then by 7-yard wooden-covered bridge; 6 inches of water.

Camping ground.—Inside town.

Supplies.—Good.

ROUTE No. 67.

FROM TA-YAO (HSIEN) TO CHEN-NAN (HSIEN).

41 miles.

3 stages.

Authority.—Captain C. Ryder, March 1899, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A road connecting Ta-yao Hsien with the trade route from Ta-li to Yün-nan Fu.

An unpaved mule-road, in very fair condition.

The route runs down the valley of the Ta-yao Ho, and traversing the Yao-an plain, crosses the ranges bordering it on the south (height 7,500 feet) and descends gradually to the Chên-nan plain.

Camping grounds.—Good at stages, 1, 3; small at stage 2.

Water.—Good.

Supplies.—Good at stages 1 and 3, small at stage 2.

No. of stage and total distance.	DETAILS.		
1	YAO-AN .	17 m.	General direction south. Path good, level throughout,
17 m.	<p data-bbox="241 1136 1192 1633">unpaved. Leave by south gate and cross plain for $\frac{1}{2}$ a mile then through small hills to a small plain, Fan-chia-wan, at mile 1, skirt this and pass over into another. Chin-chia-pa, at mile $1\frac{1}{2}$, skirt this also and pass over into a third, Tu-ch'iao, at mile 2; cross this and, crossing a small bridge, proceed up a narrow cultivated valley to a fourth plain at mile $3\frac{1}{2}$; this, the largest, has an area of perhaps two square miles; keep on the plain to mile $3\frac{1}{2}$, then up narrow cultivated valley to 6,500 feet, mile 7; then descend to 6,200 feet on to south end of large plain; path at first keeps on the eastern side, passing Hou-ying-kai at mile $9\frac{1}{4}$; circle round a small hill, with pagoda Hsi-ho-ssü on it, and strike down centre of plain, path on embankment with 15 yards canal along side to mile 12; path then leaves the canal and reaches Yao-an at mile 17, plain full of villages but none on road. Yao-an is a large walled town, 1,000 houses, fair inns, height 6,250 feet. Head Quarters of a District Magistrate. The whole march is in the valley of the Ta-yao Ho.</p> <p data-bbox="289 1635 532 1665"><i>Supplies.</i>—Large.</p>		

NOTE.—To do stage in two short marches halt at Hou-ying-kai small *bazaar* villages no inn.

ROUTE No. 67—*contd.*

2 T'AI-P'ING-P'U . 8 m. 4 f. General direction
south. Path very
fair, level, unpaved.

25 m. 4 f.

Level up plain, passing Hsi-ta-lu at mile 1, path on embankment; at mile $1\frac{1}{2}$ fine tank, skirt it; the path then keeps up a valley, cultivated, at first $\frac{1}{2}$ mile wide, gradually narrowing; cross the stream little water, by arched bridge at mile $2\frac{1}{2}$ and again at mile 5; pass Chou-ming-chau'ng at mile $7\frac{1}{2}$, and reach T'ai-p'ing-p'u at mile $8\frac{1}{2}$; 20 houses, small inn; height 6,550 feet.

Camping ground.—Small, among houses.

Supplies.—Very small.

3 CHEN-NAN 15 m. 4 f. General direction
(HSIEN). south. Path fair
unpaved. Up the

41 m.

same valley, narrow, crossing the small stream at mile $1\frac{1}{2}$ and re-crossing at mile $3\frac{1}{2}$, pass Hsin-ts'un at mile 5, cross small ridge at 6,950 feet and down small valley to Hsiao-ch'a Ho at mile 6, up another small valley, over a ridge at 7,300 feet to another small valley, Pu-ch'ang, mile $7\frac{1}{2}$; up small valley to ridge at 7,500 feet, at mile $8\frac{1}{2}$, level for a mile, then descend very gradually to plain at mile 12, 6,300 feet, cross this, which is a small branch valley, crossing small stream, (10 feet arch), circle round edge of cultivation and across plain to mile 14, over low ridge to Chên-nan, mile $15\frac{1}{2}$. Small walled town, fair inn. Head Quarters of a District Magistrate.

Supplies.—Good.

Camping ground, etc.—See Route No. 36, stage 9.

ROUTE No. 68.

FROM CH'U-HSIUNG (HSIEN) TO PAI-YEN-CHING
viâ TING-YUAN (HSIEN) AND YAO-AN (HSIEN).
 81½ miles. 7 stages.

Authority.—Mr. J. S. Ker, March 1899.

Epitome.—A branch from the main road from Ta-li to Yün-nan Fu, going north to the unimportant town of Pai-yen-ching which is, however, the junction of several roads.

A fair mule-road.

The road crosses undulating country, watered by fordable streams, and in stage 5 ascends a range, summit 8,350 feet, and thence descends to the Yao-an plain. It then continues over hilly country, crossing two high ridges and descends to Pai-yen-ching.

Camping grounds.—Good at stages 2, 4, 5, only, cramped at the remainder.

Water.—Is good except at stage 1.

Fodder.—Fair grazing at stages 2, 4, 5 and 8.

Supplies.—Good at stages 4, 5 and 8 only.

No. of stage
and total
distance.

DETAILS.

1	LAO-KAN- CH'UNG.	6 m.	General direction north. The road leads across the Ch'u-hsiung plain, and Ch'u-hsiung Ho is crossed at ¾ mile by plank foot-bridge. From here there is a very slight ascent till at 2 miles a few houses of Ma-fên-t'ang are passed through, the village itself being to left of the road, a few hundred yards off.
---	---------------------	------	--

Crossing a low spur, a valley about ½ mile wide is followed for some way. At 4½ miles small stone arch bridge is crossed and road continues level to Lao-kan-ch'ung, a small village of 15 houses.

Rivers.—At ¾ mile, Ch'u-hsiung river is crossed by plank foot-bridge; ford for animals; 15 yards × 6 inches.

Water.—Not too good.

Fodder.—Little or no grazing.

Supplies.—Small.

2	SHIH-T'OU-HO	12 m.	General direction north. Following up the valley for ¼ mile the road then strikes off to the left, steadily rising up the face of a spur; it then continues to wind across faces of spurs mile after
---	--------------	-------	---

ROUTE No. 68—*contd.*

mile, till, at 6 miles and 8,150 feet, the boundary gate between Ch'u-hsiung and Ting-yüan is passed through, there being a police station here. Road, which is good, keeps fairly level for some way, then gradually descends till at $7\frac{1}{2}$ miles Shui-ch'in-shao, 8 houses, and very poor, is passed through, 7,300 feet. The road still leads across faces of spurs, then goes gradually down to valley, stream being crossed by stone-arch bridge at 11 miles and 6,400 feet. There is a small plain beyond on the right, wholly cultivated and with a few villages. After crossing a low spur into another valley, the village lies immediately beyond the stream, which is crossed by stone-arch bridge.

Village of about 50 houses. Height 6,225 feet.

Rivers.—Several fordable bridged streams *en route*.

Fodder.—Ample grazing.

Supplies.—Good.

3	P'U-CHI- CH'IAO.	15 m.	General direction north-west.
---	---------------------	-------	----------------------------------

33 m.

The road follows up valleys and at $2\frac{3}{4}$ miles T'ang-chia-ts'un in 2 parts is passed through. The edge of Ting-yüan plain is reached at $3\frac{3}{4}$ miles, and road follows up the plain, a stone bridge over stream being crossed at 4 miles.

Ting-yüan Hsien wall is reached at 5 miles and town passed through; 500 houses; 2-day *bazaar*. Road continues up the plain, $8\frac{1}{2}$ miles long by $1\frac{1}{2}$ to $2\frac{1}{2}$ miles broad, fertile and studded with villages: a flat spur is crossed at 7 miles at top of plain. T'ien-t'ai-tzū, a 2-day *bazaar* village being on spur (6,300 feet). Following up valley Mei-chia-ta-lu is passed through at 9 miles. Road continues fairly level and on face of narrow valley, paved in some parts, stony in others. At $13\frac{1}{2}$ miles road crosses spur (6,900 feet) and leads down and up valleys till watershed is reached at $14\frac{1}{2}$ miles and 7,150 feet. Following down valley, Nan-ich'in is passed through at $14\frac{1}{2}$ miles and 6,900 feet and P'u-chi-ch'iao (8 houses) reached at 15 miles.

Village on banks of stream.

Elevation 6,800 feet: several small bridged streams *en route*.

Camping ground.—Nil.

Fodder.—No grazing.

Supplies.—Small.

4	CH'IN-CH'ANG- KUAN.	9 m.	General direction north-west.
---	------------------------	------	----------------------------------

42 m.

Crossing stream by plank bridge the main part of village is passed and road leads up valley, and at $1\frac{1}{4}$ miles one portion of P'u-chi-ch'iao is passed through: here small stream, the boundary between Ting-yüan and Yao Chou is crossed by roofed wood bridge.

ROUTE No. 68—*contd.*

Following up narrow valleys, Shao-chia-t'ang is passed at 5 miles, village itself being on spur on opposite side of valley. There is now gradual ascent, and watershed is crossed at 7 miles and 7,650 feet; gradual descent down narrow valley, which opens out, and, at $8\frac{1}{2}$ miles part of Ch'in-ch'ang-kuan (5 houses) is passed on right of road and $\frac{1}{2}$ mile further after crossing stream by stone bridge, remainder of village (50 houses) is reached.

Elevation 7,350 feet.

Rivers.—Several small bridged streams *en route*.

Supplies.—Good.

Fodder.—Some grazing.

5 YAO-AN(HSEIN) . 11 m. General direction
east. Road passes
53 m. over low ridge into

broad valley, and at $\frac{1}{4}$ mile stream is crossed by arch bridge. At 1 mile Fa-chia-wan (25 houses) in 2 parts is passed through and $\frac{3}{4}$ mile further Ch'a-lu (30 houses) also in 2 parts. At $2\frac{1}{4}$ miles road to Ta-yao Hsien goes off to right and here is boundary between Ta-yao and Yao-An. Road now ascends a gradually narrowing valley with little rise, crossing and recrossing stream bed.

At $4\frac{1}{2}$ miles near top of valley there is stiff ascent of 700 feet up to saddle crossed at 8,350 feet.

Road goes down steeply for 400 feet then along spur and ridge gradually down to edge of Yao-An plain.

Road leads across the plain through Me-chiao-ch'iao (15 houses) at $9\frac{1}{2}$ miles and town is reached at 11 miles. Elevation 6,500 feet.

Walled town of 500 houses; 300 inside walls.

Supplies.—Ample.

Camping ground and grazing.—Around.

6 MA-LI-SHU . 15 m. General direction
north-west. Road
68 m. from town follows

up the plain, numerous villages being passed. At $3\frac{1}{2}$ miles Lung-kan-wei (70 houses) is passed through and at 5 miles a small lake $\frac{1}{2}$ mile \times $\frac{1}{4}$ mile is passed on left of road. At 6 miles, Chiu-kai-tzu (150 houses) passed through, Plain narrows and road leaves it at $7\frac{1}{2}$ miles and crosses 2 low spurs, then follows edge of Ch'i-kai plain, crosses it and goes through Ch'i-kai at $9\frac{1}{2}$ miles; a village of 100 houses with muddy stream flowing through it. Valley is now followed up and Ma-li-shu reached at 15 miles. 4 houses; poor accommodation; elevation 6,900 feet.

Supples.—Small.

7 PAI-YEN- . 13 m. 4 f. General direction
CHING. north-west.
81 m. 4 f. Valley is followed up

ROUTE No. 68—*concl'd.*

for $\frac{1}{2}$ mile and another valley gradually ascending to watershed at 2 miles and 7,450 feet. Road goes down valley, Th-ch'iao (15 houses) being passed through at $2\frac{3}{4}$ miles and 6,700 feet, stream being crossed here on planks. Continuing down valley T'ao-chinch'ung (10 houses) is passed at 4 miles and 1 mile further on road goes through village (15 houses) of same name. Thence up narrow valley, steeply, to 6,850 feet and winds and undulates around spurs to I-ti-an Police Station on ridge crossed at 6,850 feet at mile $6\frac{1}{2}$. Thence down along slope for 1 mile to 5,800 feet, road follows up narrow valley, crossing a low spur and down through Li-wu (50 houses), a stream being crossed by bridge beside village. Road now badly paved follows wide valley, crossing boundary ridge between Ta-yao and Pai-yen-ching at $10\frac{1}{2}$ miles and stream at 11 miles. Continuing up valley, Chao-chia-wan is passed through at $13\frac{1}{4}$ miles and immediately Pai-yen-ching is reached, elevation 5,600 feet, 1,000 houses, in narrow valley flanked by high hills on both sides, narrow and mean streets; stream flows through it crossed by several bridges. Salt wells.

ROUTE No. 69.

FROM TING-YÜAN (HSIEN) TO FU-MIN (HSIEN).

84½ miles.

7 stages.

Authority.—Captain C. Ryder, December 1899.*Epitome.*—A road connecting Ting-yüan with the main road from Yün-nan Fu to Hui-li.

A mule road, in very fair condition.

The road passes over undulating country, crossing two steep ranges, one in stage 2 (height 7,600 feet) and another in stage 6 (height 8,000 feet).

Camping grounds.—Small except at stages 1 and 8.*Water.*—Good throughout.*Supplies.*—Small throughout.

No. of stage and total distance.	DETAILS.		
1	LAN-CHING	11 m.	General direction
11 m.			east. Path good, out by east gate and
cross plain, passing several tanks at mile 1; up low, broad, bare spur over ridge at 6,500 feet at mile 2 (path to Yünan-mou Hsien diverges) into small, cultivated valley past Shang-ma-ch'ang at mile 3; down valley over low spur across another small valley on to spur at mile 4; down this spur, not steep, to junction of two valleys, 5,730 feet at mile 6¾; down valley, cultivation 100 yards wide, past Wang-chia-ts'un at mile 7, cross low saddle and down valley again; cross stream at mile 8¼, past Ta-sha-ting at mile 9¼, and a hamlet at 9¾; recross stream at mile 10½ into Lan-ching, at mile 11, 5,700 feet; large village, 200 houses, salt wells, several fair inns.			
	<i>Camping ground.</i> —In fields.		
	<i>Supplies.</i> —Fair.		
2	LAO-WANG- P'O.	13 m. 2 f.	General direction
24 m. 2 f.			east. Path very fair, paved. Up on
to spur at mile ½, 5,900 feet, level across valley at mile 1; up hill-side rather steep to 6,400 feet at mile 1¾; up long spur, not steep, except in one place to ridge at mile 3½, 7,600, Lan-ching-shao (10 houses) round head of small valley; over spur at mile 4¼, descent not steep to 7,100 feet at mile 5¼; then steeper into deep valley to Hei-ching at mile 7, 5,500 feet; 400 houses; salt wells. Good			

ROUTE No. 69—*contd.*

supplies. Cross river, up right bank to San-tao-ho at mile 8: up side valley, cross it at mile $8\frac{3}{4}$ up steep paved path, past hamlet at mile $9\frac{1}{4}$, 6,600 feet, past Ta-wa-fang at mile 10, 7,000 feet; slight rise on hillside, 7,400 feet at mile $10\frac{1}{4}$, along spur slightly rising with short, sharp rise to mile 13; then nearly level on ridge to Lao-wang-p'o at mile $13\frac{1}{4}$, 8,100 feet, 8 houses,; no inn.

At mile 7 cross small river by bridge, 5 spans, stone piers, wooden beams, stone roadway, 65 yards in all; water 2 feet deep.

Camping ground.—On terraced fields.

Supplies.—Small.

3	SHA-YI-CHIU	. 10 m. 6 f.	General	direction
			east.	Path very
			fair,	level along

35 m.

ridge to mile $1\frac{1}{4}$, slight dip past Hsiao-p'u tzü (10 houses) 8,000 feet at mile $1\frac{3}{4}$, rise slightly still on ridge to mile $2\frac{1}{2}$, 8,300 feet; down rocky paved path to Hua-ching at mile $3\frac{1}{4}$, 7,700 feet; over low ridge at mile $3\frac{3}{4}$, 8,000 feet, slightly down amongst undulating cultivated slopes to Kan-hai-tzü at mile 5, 7,900 feet (8 houses): gradual rise on bare spur to 8,200 feet at mile $6\frac{1}{4}$, level on ridge to hamlet at mile 7, descend on ridge to mile $7\frac{1}{2}$, 7,700 feet; then level to Hsiao-shih-ch'iao (10 houses) at mile 8, dip and over low ridge to Hsiang-ch'i-shao (5 houses) at mile $8\frac{1}{2}$, level round hillside to mile $9\frac{1}{4}$, 7,600 feet: down steep, paved path into cultivated valley, cross stream at mile $10\frac{1}{2}$ into Sha-yi-chia at mile $10\frac{3}{4}$, 6,600 feet (50 houses), several inns.

Rivers.—At mile $10\frac{1}{2}$, cross stream 6 yards wide by 1 foot deep by a 16 yards arched bridge.

Camping ground.—In fields.

Supplies.—Fair.

4	CHUNG- TS'UN.	. 11 m. 2 f.	General	direction
			east.	Path very
			fair, up hill, but not	

46 m. 2 f.

very steep, past three hamlets to top at 8,100 feet at mile $1\frac{3}{4}$, Yin-ko-shao; down ridge past Yang-ts'ao-ti, at mile 3, 7,700 feet, dip in ridge to saddle at mile $4\frac{1}{2}$, 7,400 feet; up past Ta-ch'uan-k'o (15 houses) 7,800 feet at mile 5, up to 8,000 feet at mile $5\frac{1}{2}$; down on spur to Hsiao-ch'uan-k'o (8 houses) at mile $6\frac{1}{2}$, 7,400 feet (path to Lu-fêng Hsien diverges); down steep, rocky path into narrow valley, cross at mile $7\frac{3}{4}$, 6,600 feet. Pan-pan-ch'ia (2 houses); up narrow valley past hamlet at mile $8\frac{3}{4}$, over ridge at Tu-êrh-kuan, at mile $9\frac{1}{4}$, 7,000 feet; down hill steep in places to cultivated plain, $\frac{3}{4}$ mile wide, at T'ien-hsin, mile $10\frac{1}{2}$, 5,700 feet; across plain, crossing stream at mile 11 to Chung-ts'un at mile $11\frac{1}{4}$ (80 houses), small inns, 5,700 feet.

ROUTE No. 69—*contd.*

Rivers.—At mile 11, cross large stream, 15 yards wide, 2 feet deep, no bridge, fordable.

Camping ground.—In field.

Supplies.—Fair.

5 LI-SHIH . . . 12 m. 2 f. General direction
east. Path very
fair up hill, not

58 m. 4 f.
steep over ridge, at Têng-tzŭ-p'êng at 6,400 feet, mile $2\frac{1}{2}$; level past Hsiu-shui-ko at mile 3, down stony path into valley at mile $3\frac{1}{2}$, 5,900 feet; skirt cultivation past Kuang-nan-t'uan (30 houses) at mile $4\frac{1}{2}$, 5,800 feet; up valley 200 yards wide past Hsin-chuang at miles 5 and $5\frac{1}{2}$, cross valley at mile $5\frac{1}{2}$, and up hill on to ridge at 6,700 feet at mile $6\frac{3}{4}$; level along fir-clad ridge, dip at mile $8\frac{1}{4}$ to 6,500 feet up again and level to mile $8\frac{3}{4}$; down steep paved path to Ta-lu-hsing (30 houses) at mile 10, 6,100 feet, cross large stream: across fields past Hsia-ts'un at mile $10\frac{3}{4}$, cross fields skirt cultivation to 6,200 feet at mile $11\frac{1}{2}$, up bare slopes to Li-shih (20 houses) at mile $12\frac{1}{4}$; no inn. 6,400 feet.

Rivers.—At mile 10, cross large stream, 30 yards wide, 2 feet deep; fordable, foot bridge, 5 spans, stone piers, three planks.

Camping ground.—In fields.

Supplies.—Small.

6 PAI-TZU-T, IEN . . . 12 m. 4 f. General direction
east. Path very
fair on to low ridge

71 m.
at mile $\frac{3}{4}$, 6,600 feet, level round fir-clad slopes into narrow, cultivated valley; up it past Tê-chuang at mile 3, 6,500 feet; up valley on to spur and over ridge at mile $4\frac{1}{4}$, 6,900 feet; down bare spur to fields at mile $5\frac{1}{2}$, across and past village at mile $6\frac{1}{4}$; over low spur at mile $6\frac{3}{4}$ and down to plain, across to Ma-kai at mile $7\frac{1}{2}$, 6,600 feet (100 houses).

Supplies.—Good.

Across fields; plain ends at mile $8\frac{1}{4}$, up narrow valley and on to spur at mile $10\frac{3}{4}$, 7,600 feet; over watershed at mile $11\frac{1}{2}$, 8,000 feet, along ridge and down to narrow valley Pai-tzŭ-t'ien (4 houses) at mile $12\frac{1}{2}$; no inn. 7,700 feet.

Camping ground.—In field.

Supplies.—Nil.

7 FU-MIN HSIEN . . . 13 m. 4 f. General direction
east. Path very
fair: up along spur

84 m. 4 f.
to ridge at 8,400 feet, mile $1\frac{1}{4}$ (Lo-tz'ŭ Hsien path joins in); down paved path past Ts'a-êrh-shao at mile $1\frac{1}{2}$, into valley: follow it down past Chiu-nien-p'ing (8 houses), at mile $2\frac{1}{2}$, 7,100 feet, another

ROUTE No. 69—*concl'd.*

valley joins in ; down valley, hillside often precipitous, cross stream at mile 9, past Hsiang-tien (2 houses) at mile $4\frac{1}{4}$, 7,000 feet and hamlet at mile $5\frac{1}{4}$, at mile $8\frac{1}{4}$ valley opens out a little and is cultivated. Keep on hillside 6,600 feet, dip into valley at mile $9\frac{1}{4}$, 6,200 feet ; up on hillside to 6,600 feet at mile $10\frac{1}{4}$, level to mile $10\frac{1}{2}$, on hillside, then down to plain at Pai-i-ts'un, mile $11\frac{1}{2}$; across plain diagonally, pass village at mile $12\frac{1}{2}$ to Fu-min Hsien ; pass through small walled town ; cross small river, into suburb at mile $13\frac{1}{2}$; good inns.

Rivers.—At mile 9, cross stream 1 foot deep, 4 yards arch. At mile $13\frac{1}{4}$, cross small river, 4 spans, 70 yards in all, stone piers, wood-covered bridge with market stalls along it.

Camping ground.—In fields.

Supplies.—Good.

NOTE.—The route from Ting-yüan Hsien to Fu-min Hsien is ordinarily done by Chinese mule caravans or travellers in five stages, as follows :—

(1) Hei-ching, 18 miles.	|	(4) Ma-kai 19 $\frac{1}{4}$ miles.
(2) Sha-i-chiu, 17 "		(5) Fu-min Hsien 18 $\frac{1}{2}$ "
(3) Chung-ts'un 11 $\frac{1}{4}$ "		

ROUTE No. 70.

FROM KUANG-T'UNG (HSIEN) TO TUNG-CH'UAN
(HSIEN).

188½ miles.

16 stages.

Authority.—Captain C. Ryder, March 1900.

Epitome.—A very fair mule road for 12 stages, after which it becomes steep and rough.

After following the main road from Ta-li to the capital for 2 stages, it turns north-east over undulating country, mostly cultivated and watered by many small streams; in stage 13, the country becomes rough and hilly and continues so to Tung-ch'uan.

Camping grounds.—Good at 4, 6, 10, 12, 13 and 16, the remainder only fair.

Water.—Good throughout.

Supplies.—Not plentiful.

No. of stage and total distance.	DETAILS.	
1	SHE-TZU .	12 m. 6 f. }
12 m. 6 f.		} See Route 36; stages 14, 15 and 16.
2	TA-TZU-SSU .	11 m. }
23 m. 6 f.		
3	KUANG-NAN- T'UAN.	9 m. 2 f. General direction north-east; narrow fair path along main road to mile 1¼, 6,800 feet; down-hill path, narrow and steep to Lu-fêng plain at Pi-têng-lung at mile 3¼; across plain, cross stream at mile 3½, across fields to Hsia-chia-ying at mile 4¾, 5,500 feet; up hill, but not steep to mile 6¾, 6,500 feet; along ridge level to mile 7¾; down narrow but not steep path to cultivated valley at mile 9; up it to Kuang-nan-t'uan, 5,700 feet at mile 9¼; fair inn; 30 houses. (Route from Ting-yüan Hsien to Fu-min Hsien crosses here). (See Route 69; stage 5).
33 m.		

Rivers.—At mile 3½ cross stream 15-yard foot bridge; mule ford 2 feet deep.

Camping ground.—In field.

Supplies.—Small.

ROUTE No. 70—*contd.*

4 LC-TZ'U . 16 m. 4 f. General direction
 HSIEN. north-east, path
 fair up valley past
 49 m. 4 f.
 Hsin-chuang at mile 1; continually cross small stream, pass below Liang-san-p'o at mile $2\frac{3}{4}$, to 5,900 feet at mile 3; up hill fairly steep on to ridge at mile $3\frac{3}{4}$, 6,600 feet; out on spur and down hill stony into valley at $4\frac{3}{4}$; cross shallow stream, 6,100 feet, down valley past Ma-k'ou at mile $5\frac{1}{2}$; cross stream at mile 6, skirt cultivation, winding, cross small open valley at mile $7\frac{3}{4}$; cross low ridge to Hsiao-ch'ang at mile $8\frac{3}{4}$, 6,100 feet, level to mile $9\frac{1}{4}$; down 150 feet to stream 2 feet deep at mile $9\frac{1}{2}$, cross it by foot-bridge; up dry, grassy valley at mile 11; up dry bed of stream to mile 12 then up on to ridge at mile $12\frac{3}{4}$, 6,400 feet, down gradually to plain, cross it. Cross shallow stream at mile $14\frac{1}{2}$, 6,100 feet, past K'ang-ch'ang at mile $14\frac{3}{4}$; up on to slightly sloping fields past Yang-hsing-chuan at mile $15\frac{1}{2}$ to Lo-tz'ü Hsien at mile $16\frac{1}{2}$, small walled town; inns poor, but very good temple.

Camping ground.—Around temple.

Supplies.—Good.

5 PAI-HUA- . 7 m. 2 f. General direction
 SHAN. north; path good,
 down plain across
 56 m. 6 f.
 fields, through Ling-tien at mile $2\frac{1}{2}$ and Jê-shui -t'ang at mile $3\frac{3}{4}$; cross low spur at mile $14\frac{1}{4}$; stream at mile $5\frac{1}{4}$, along plateau level to Pai-hua-shan at mile $7\frac{1}{4}$; 40 houses. 6,200 feet.

Rivers.—At mile $5\frac{1}{4}$, cross stream 6 yards arch, deep water slack current.

Camping ground.—Around village.

Supplies.—Fair.

6 WU-T'ING . 13 m. 4 f. General direction
 (HSIEN). north-east; path
 very fair up long
 70 m. 2 f.
 spur not at all steep, to ridge at 6,900 feet at mile $2\frac{3}{4}$; down to narrow cultivated valley 6,300 feet at mile $3\frac{1}{2}$, through Chin-ch'ang at mile $4\frac{1}{4}$; recross at mile $4\frac{3}{4}$, valley opens out; past Wang-ming ch'ang at mile $5\frac{3}{4}$, Ku-chi-ch'ang at mile $6\frac{1}{2}$, Chiu-ch'ang-kai at mile $7\frac{1}{2}$. Liu-kan-ch'ang at mile $8\frac{3}{4}$, 6,000 feet, up on to ridge at miles 9, 6,300 feet, down, into narrow cultivated valley, follow it down; at mile 11 cross stream, 6,000 feet, over undulating cultivated spurs to Wu-ting (Hsien) at mile $13\frac{1}{2}$, small walled town. Inn in east suburb. Head Quarters of a District Magistrate.

Several fordable streams *en route*.

Camping ground.—In town.

Supplies.—Good.

80 m. 6 f. level road across the Wu-ting plain crossing a stream at mile $\frac{3}{4}$, and recrossing it at mile 1, at Chin-ch'êng, where the road leaves the plain and goes down the right bank of the stream in a narrow valley; at $2\frac{1}{2}$ miles it recrosses to the left bank and continues down the valley, passing Wu-ting-Lü-ch'üan boundary at mile 4 and emerging into the Lü-ch'üan plain close to the town.

The town is surrounded by a mud wall 30 feet high and contains 300 houses. The Lü-ch'üan Ho is crossed at $5\frac{1}{2}$ miles. From here the plain is left and the road ascends gradually to mile 7 where the ascent becomes steeper. The top of the ridge is reached at mile $9\frac{1}{2}$ at (7,400 feet). From here down hill to the Lu-kuai plain ($1\frac{1}{2}$ miles \times $\frac{1}{2}$ mile). The valley lies about 1 mile to the east.

Rivers.—At mile 5½ Lü-ch'üan Ho (45 yards×1½ feet), wooden mule bridge in dry season, ferry in rains.

Water.—Good.

Fodder.—A little grass.

Supplies.—Small.

92 m. 6 f. then gradually down a narrow valley passing Hung-shih-ai at mile 5. Here the valley widens out into a plain 2 miles \times $\frac{1}{2}$ mile in which are several villages. At mile 7 Hsiao-ts'ang is passed (50 houses). Height 5,950 feet, good camp, and good supplies. From here over a low spur and then gradually down a narrow valley past Cho-kua at mile 10.

From mile 11 (5,750 feet), the descent becomes steep until the P'u-tu Ho is reached at mile 12 (4,950). The river is crossed to the village of P'u-tu Ho (8 houses).

Rivers.—At mile 12 the P'u-tu-Ho or Fu-min river is crossed by ferry. River 50 yards by 10 feet, strong current. One boat 25 feet by 5 feet, taking 8 mules, 11 mule-loads or 20 men. Crossing takes 1½ minutes. Mules cannot be swum across with safety.

Camping ground.—In fields around the village. No good camping ground on the left bank.

Supplies.—Very small.

101 m. steep past T'ou-shao, 5,800 feet at mile $\frac{1}{2}$, up valley steadily rising to Erh-shao, mile 3, 6,800 feet, up at first steep on to ridge at mile $4\frac{1}{2}$, 8,100 feet.

ROUTE NO. 70—*contd.*

down narrow cultivated valley to San-chia-ts'un at mile $8\frac{1}{2}$, 7,500 feet, 20 houses, no inn.

Camping ground.—In fields.

Supplies.—Small.

10 PA-CH'A . . . 16 m. 4 f. General direction north-east; path

117 m. 4 f. good. Down valley past Han-pai-ho at mile 1; Li-chia-wan at mile 2, Ma-i-k'a at mile $3\frac{1}{2}$, A-sa-k'u at mile $5\frac{1}{2}$ junction of two valleys, cross the larger to Kou-kai at mile $6\frac{1}{2}$, 7,000 feet; down valley skirting cultivation past Lo-hua-chou at mile 8 to Wan-hsin-k'u at mile $8\frac{1}{2}$. Up side valley on to ridge at mile $10\frac{1}{2}$, 8,300 feet, down open valley round slopes past T'an-tien at mile $14\frac{1}{2}$, leave T'an-lang to left to Pa-ch'a, 7,100 feet at mile $16\frac{1}{2}$. Small inn; 50 houses. Fair sized plain containing 18 villages.

Rivers.—At mile $6\frac{1}{2}$ cross stream, arch 6 yards, water 2 feet deep.

Camping ground.—In fields.

Supplies.—Fair.

11 YANG-T'IENT-CHUNG. 14 m. General direction north-east; across

131 m. 4 f. cultivated fields slightly rising to 7,300 feet at mile $2\frac{1}{2}$; down into cultivated valley ($\frac{1}{2}$ to $\frac{1}{4}$ mile wide), up it for rest of stage; past Lung-kai at mile $3\frac{1}{2}$; Ting-shui-t'ang at mile $5\frac{1}{2}$, Ying-shang at mile $6\frac{1}{2}$, Niu-kai at mile 7 (large village), Ta-ch'ing at mile $8\frac{1}{2}$ over two small spurs where valley temporarily narrows past La-chi-k'a at mile 11. Chu-chia-wan (inn) at mile $11\frac{1}{2}$, A-shih-k'a at mile $12\frac{1}{2}$, Lêng-shui-kou at mile $13\frac{1}{2}$ to Yang-t'ien-ch'ung at mile 14; 7,200 feet, 10 houses.

Camping ground.—In fields.

Supplies.—Small.

12 WU-LUNG-KAI 13 m. 4 f. General direction north-east; path

145 m. very fair. Up valley past Yang-chia-wan at mile $\frac{1}{2}$ on to low ridge and along it gradually rising to 8,200 feet at mile 3; past Ta-pa-tzü at mile $3\frac{1}{2}$. Level and then down gradually on down-like ridge past Shui-tung-kua at mile $4\frac{1}{2}$, 7,800 feet; level, and down a bit to Sung-mao-pien (10 houses, inn) at mile 6, 7,400 feet; rise gradually on ridge to mile $8\frac{1}{2}$, 8,200 feet; down to Ta-shui-ching at mile $9\frac{1}{2}$, 7,800 feet, down along ridge to mile $11\frac{1}{2}$, 6,900 feet, down very steep hillside to Li-tsu-k'a mile $12\frac{1}{2}$, 5,300 feet; down cultivated slopes across broad bed of stream 300 yards wide, 5,000 feet; up cultivated slopes to Wu-lung-kai; 50 houses; small inns; good temple; mile $13\frac{1}{2}$, 5,200 feet.

ROUTE No. 70—*contd.*

Supplies.—Fair.

13 TA-CH'IAO . 13 m. General direction
north-east; path
fair across cultiva-

158 m.
tion and broad stream bed, up hill to hamlet at mile $2\frac{1}{4}$, 5,800 feet; along ridge passing hamlets, at miles 3 and $4\frac{1}{2}$, past Ch'ang-ling-tzū, 5,700 feet (8 houses) at mile $6\frac{1}{4}$; level to mile 7; down steep zig-zag past San-chiang-k'ou (2 houses) at mile $8\frac{1}{4}$, to meeting of 3 broad nullah beds at mile $8\frac{3}{4}$, 4,000 feet; up dry bed to mile $9\frac{1}{2}$ past Hsi-ma-t'ang to Cha-pu at mile $10\frac{1}{4}$; along cultivated slopes past Shih-chia-ti at mile $10\frac{3}{4}$, Lu-pu-mien at mile $12\frac{1}{2}$ to Ta-ch'iao at mile 13, 4,200 feet (30 houses), good temple.

Rivers.—At mile $8\frac{3}{4}$ cross broad nullah bed, 300 yards wide, water in two streams, each 20 yards by 1 foot deep.

Camping ground.—In fields.

Supplies.—Fair.

14 HSIAO-CHIANG- 13 m. General direction
K'OU. north. Path fair
except as below

171 m.
across broad stream bed up cultivated slopes, up short and steep to Shuang-lung-ko, 4,600 feet, at mile $1\frac{1}{2}$; along cultivated slopes past Yü-pei-ts'un at mile $2\frac{1}{2}$ up broad open valley to Tz'ü-niu-p'o at mile $6\frac{3}{4}$, 5,500 feet; down steep for 500 feet, then down broad stream bed into main stream bed; going hood down to mile $11\frac{1}{4}$, here very bad bit, mules unload and loads carried across 200 yards of face of cliff; continue down stream bed $\frac{1}{4}$ mile wide to Hsiao-chiang-k'ou at mile 13, 3,600 feet; 8 hovels. In river bed.

Camping ground.—

Supplies.—Nil.

15 CHOU-CHIA- 8 m. General direction
P'ING. north-east. Path
bad up broad stream

179 m.
bed; at mile 2, valley narrows, path rocky, landslips on both sides to Chien-shan (20 houses; inn) at mile $4\frac{1}{2}$, 4,500 feet; up steep stony hillside to Wei-p'ing tzū at mile $5\frac{3}{4}$, 5,500 feet, rising gradually on cultivated slopes past Hsiao-p'ing-tzū at mile $6\frac{3}{4}$ to Chou-chia-p'ing at mile 8, 6,000 feet (40 houses).

Camping ground.—About village. No inn.

Supplies.—Small.

16 TUNG-CH'UAN 9 m. 4 f. General direction
(HSIEN). east; path poor, dip
slightly and up to

188 m. 4 f.
Ta-ts'un-tzū at mile $1\frac{1}{4}$, up valley, on hillside, down slightly at mile 3; up steep to Jê-shui-t'ang at mile $3\frac{1}{4}$ and up to edge of plain at

ROUTE No. 70—*concl'd.*

mile $4\frac{1}{4}$: level, skirting plain past Hsi-kung-ch'iao at mile 6, cross large stream at mile $6\frac{1}{2}$, join Yün-nan-Fu road at Wu-lung mao at mile $7\frac{1}{4}$ to Tung-ch'uan at mile $9\frac{1}{2}$. Inns; walled town. Head Quarters of a District Magistrate.

At mile $6\frac{1}{2}$ cross large stream, 6 branches, 70 yards in all. Water 1 foot deep.

Supplies.—Good.

ROUTE No. 71.

FROM YÜN-NAN FU TO HUI-LI (HSIEN) (via LUNG
KAI FERRY).

164½ miles. 15 stages.

Authority.—Mr. J. S. Ker, May 1899; Mr. J. Coggin
Brown, March 1908.

Epitome.—This is the main road from Yün-nan Fu to Hui-li in
Ssu-ch'uan, crossing the Yang-tze at Lung-kai Ferry.

A good mule road, passable for mounted troops, but rough
and badly paved in places in stages 3, 4, 6, and 14.

Crossing the Yün-nan plain, the road descends to the Fumin
valley and in stage 4 passes over hilly country, crossing for five
stages a series of spurs, bounded by fordable, bridged streams. In
stage 9 the road runs down the valley of a small tributary to the
Yang-tze, which latter is crossed in stage 11 by boat ferry at Lung-
kai. The road then ascends out of the Yang-tze valley, and crosses
hilly country into the Hu-i-li plain.

Camping grounds.—Good at stages 1 to 5, stages 9, 11, 12 and
15. Fair camps at stages 7, 8 and 13 and bad at stages 6, 10, and
14.

Water.—Is scarce at stage 8, but good at the other stages

Fodder.—Good grazing at stages 9, 11, 12 and 15.

Supplies.—Good at stages 2 to 6 and stages 11, 12, 13 and 15.
Small supplies only at the other stages.

No. of stage and total distance.		DETAILS.	
1	LI-TZU-YUAN	8 m. 4 f.	General direction north-west.
8 m. 4 f. Leaving the town by the north-west gate; the road passes over the Yün-nan plain, pass- ing Yang-chia-ch'iao (20 houses) at 3 miles; and crossing a small stream at 4 miles, passes through P'u-chi (20 houses) after which it gradually ascends the hills bordering the plain. At 5½ miles it descends gradually past Yin-chiu-t'ang at 6 miles and at 8 miles descends 400 feet by a zigzag rocky path to Li-tzū-yüan, 8 houses. Height 6,200 feet.			
2	FU-MIN HSIEN ...	10 m.	General direction north-north-west. Crossing the stream,
18 m. 4 f.]			

ROUTE No. 71—*contd.*

mile beyond camp, the road descends the valley passing through Erh-ts'un (30 houses) at 3 miles. It continues to skirt the hillside of the valley, passing Wan-chia-ch'ang (7 houses) at 6 miles and Sha-kou-ts'un (50 houses) at 7 miles. At mile $8\frac{1}{2}$ the road debouches on the Fu-min plain and, crossing the stream, passes over the plain to the town. Height 6,050 feet.

Rivers.—Stream crossed several times by stone 2-arch bridges, 20 yards long, 10 feet roadway.

Camping ground.—Good.

Supplies.—Good.

3 CHÊ-PEI ... 11 m. General direction north-north-west.

29 m. 4 f. The road descends the valley of the Fu-min Ho, crossing *en route* several spurs bounded by small streams; Yen-ch'ung (10 houses) is passed at $1\frac{1}{2}$ miles, and ascent to the summit of a spur (6,300 feet) is made at $2\frac{3}{4}$ miles whence the road descends, and in places is badly paved. Passing Chan-shan (15 houses) at 7 miles, Pien-ying (20 houses) at $7\frac{1}{4}$ miles and Kuan-yin-ka (6 houses) at $9\frac{3}{4}$ miles, the road reaches Chê-pei, 40 houses. Height 6,300 feet.

Rivers.—Streams crossed at $1\frac{1}{2}$ miles, 3 miles and $7\frac{1}{4}$ miles, all spanned by stone bridges. All fordable.

Supplies.—Plentiful.

4 LENG-TS'UN ... 8 m. 4 f. General direction north. Crossing a stream, the road

38 m. runs up the valley to Hsiao-chê-pei (15 houses) at 1 mile, and ascends, by a badly paved road, to Chi-kai (15 houses) at 2 miles. It then descends the face of a spur to a stream which is crossed by a stone bridge at 4 miles. The road then ascends to Lêng-fan-ch'iao (8 houses) at $4\frac{1}{2}$ miles and after running along a ridge for a short distance, crosses a spur and at $6\frac{1}{2}$ miles descends 1,200 feet steeply to Lêng-ts'un, 30 houses. Height 6,450 feet.

Rivers.—Stream crossed at 1 mile and 4 miles by stone bridges. Fordable.

Supplies.—Good.

5 T'ANG-PA-SHAO ... 14 m. General direction north-west.

52 m. Crossing the stream, the road at $\frac{3}{4}$ mile, mounts a spur, reaching the saddle (6,800 feet) at $1\frac{1}{2}$ miles. It then descends by a paved road to a sluggish stream, which is crossed at $2\frac{3}{4}$ miles. The road now ascends 400 feet up a long spur and at 4 miles makes a gradual descent to the Wu-ting plain, which is reached at $6\frac{1}{4}$ miles. Skirting the town walls of

ROUTE No. 71—*contd.*

Wu-ting (Hsien) at 8 miles, the road skirts a stream to Wu-lung-tung (35 houses) at $11\frac{1}{2}$ miles and continues to ascend the valley to T'ang-pa-shao, a small village on both sides of the valley. Height 6,700 feet.

Rivers.—Several fordable streams crossed *en route* by stone bridges.

Supplies.—Good.

6 MA-AN-SHAN ... 14 m. General direction west.

66 m.

The road skirts the edge of a narrow valley, a road, paved in parts, and rocky in others, to Yu-ying-t'ang (18 houses) at 2 miles. A gradual ascent is now made up a long slope to the watershed (7,950 feet) at 3 miles, and thence a gradual descent to a small stream and, passing over another spur (7,100 feet), the road descends to another stream at $4\frac{3}{4}$ miles. The road descends the valley, crossing a series of low spurs and passing Hua ch'iao (25 houses) at $6\frac{3}{4}$ miles and Yu-chakuan (50 houses) at 9 miles. Crossing a spur with a rise of 200 feet the road descends past Lu-ch'u-pei (40 houses) at 12 miles to a small plain in which at the junction of two streams is Ma-an-shan, 60 scattered houses. Height 6,900 feet.

Rivers.—At $4\frac{3}{4}$ miles, and $13\frac{1}{4}$ miles, fordable streams crossed by stone bridges.

Camping ground.—Nil.

Supplies.—Ample.

7 MA-T'OU-SHAN ... 15 m. General direction west.

81 m.

The road crosses a series of spurs bounded by small streams, passing Shih-la-t'a (15 houses) at $2\frac{1}{2}$ miles and San-chu Ho at 6 miles. Descending a narrow valley, the road passes Hsi jên-hsin (4 houses) at 7 miles, and passing round several spurs descends easily to Ch'a-fang (4 houses) at 12 miles, and at 13 miles makes a steep descent by a roughly-paved path to Ma-t'ou-shan, 20 houses, height 5,200 feet.

Rivers.—At $\frac{1}{2}$ mile, $2\frac{1}{2}$ miles and 7 miles, fordable streams crossed by stone bridges.

Supplies.—Small.

8 MA-KAI ... 7 m. General direction north-west.

88 m.

The road crosses a series of low spurs, bounded by small streams and, passing K'a-fang (10 houses) at $3\frac{1}{4}$ miles, reaches a plain in which lies Ma-kai 400 houses, surrounded by an irregular clay wall. Height 4,100 feet. The plain is not fertile, owing to scarcity of water.

ROUTE No. 71—*contd.*

Rivers.—Several small fordable streams crossed *en route*.

Supplies.—Small.

NOTE.—The civil official, (Hsien) in charge of the Yüan-mou Hsien district now resides in Ma-kai, owing to the bad climate and dilapidated state of Yüan-mou Hsien itself. From Ma-kai a route is said to go south-west to Ting-yuan. Hsien which can be reached in 3 days.

9	HUANG-KUA- YÜAN.	... 8 m.	General north.	direction
---	---------------------	----------	-------------------	-----------

96 m. Crossing a small spur, the road descends a small plain, crossing a stream at 2 miles and passing through Niu-kai (60 houses) at 5 miles. Here it crosses a small flat spur and descends into another plain in which lies Huang-kua-yüan. Height 4,000 feet.

Rivers.—At 2 miles, a fordable stream crossed by stone bridge.

Camping ground.—Good

Fodder.—Good grazing.

Supplies.—Nil.

10	LUNG-KAI	... 10 m.	General north.	direction
----	----------	-----------	-------------------	-----------

106 m. The road descends a valley, passing Chu-pu and, at $2\frac{1}{4}$ miles, Shang hai-lo. Skirting the stream, the road passes Hai-lo (10 houses) at $3\frac{1}{4}$ miles and Hsiao-lo-pieh (15 houses) at 4 miles. Running along the hillside 200 feet above the stream, the road passes Pang-mai (15 houses) at $6\frac{1}{2}$ miles, and the valley widens into a small plain $\frac{1}{2}$ mile wide and $2\frac{1}{2}$ miles long, after which it again contracts, reaching Lung-kai, 40 houses. Height 3,750 feet.

Camping ground.—Very small.

Supplies.—Scarce.

11	CHIANG-YI	8 m. 4 f.	General north-east.	direction
----	-----------	-----------	------------------------	-----------

114 m. 4 f. Following the valley for $\frac{3}{4}$ mile, the Yang-tze is reached and, crossing to the left bank, the road ascends a dry stream-bed, 100 yards wide, and at $4\frac{1}{2}$ miles ascends the hill side by a steep, rocky and badly-paved road to Huo-yen-shan (6 houses) at 6 miles. It continues to ascend for $\frac{1}{2}$ mile (6,650 feet) when it descends to a small plain, in which lies Chiang-yi, 50 houses, height 6,700 feet.

The Yang-tze at the ferry is 400 yards wide, narrowing above and below the crossing. Strong current.

There are 3 boats at the ferry, 45 feet long, $9\frac{1}{2}$ feet beam, 3 feet draught. Each can carry 18 mules, or 30 mule loads or 60 men.

ROUTE No. 71—*contd.*

There are in addition several small boats at the ferry. The small village just above the bank of the river is called Chiang-pien.

Camping ground.—Round village; good.

Fodder.—Good grazing.

Supplies.—Good.

12 HO-K'OU ... 17 m. General direction
north-north-east.

131 m. 4 f. From the village the road descends steeply to a dry stream bed and then up a long slope past Wu-ni-cha (20 houses) at $1\frac{1}{2}$ miles. The road then crosses a series of spurs, bounded by small streams, passing Lu-shui Ho (60 houses) at $8\frac{1}{2}$ miles, and Sung-p'ing kuan (60 houses) at $11\frac{1}{2}$ miles. The road now ascends a narrow valley, crossing several spurs, and reaches the village of Ho-k'ou, 100 houses partly surrounded by a rough mud wall. Height 6,300 feet.

Rivers.—Several fordable streams crossed *en route* by stone bridges.

Camping ground.—Good.

Fodder.—Good grazing.

Supplies.—Good.

13 WU-LI-PO ... 16 m. General direction
north-north-east.

147 m. 4 f. The road crosses a spur and descends to Yang-kuei-wo (20 houses) at 5 miles. It then descends to a rocky stream bed and reaches Hsiao-t'un (100 houses) lying in a broad valley at $7\frac{1}{4}$ miles. Crossing a spur the road descends to a valley and, crossing a stream, reaches Hsiao-kuan-ho (45 houses) at $10\frac{3}{4}$ miles. The road continues to cross several spurs and descends a narrow valley past Chieh-t'ien-po (6 houses) at $13\frac{1}{2}$ miles and Ta-ch'iao (8 houses) at $14\frac{3}{4}$ miles to Wu-li-po, 4 houses; height 6,950 feet.

Camping ground.—Small.

Supplies.—Small.

14 LU-CH'ANG 10 m. 4 f. General direction
north-east.

158 m. The road crosses several spurs bounded by fordable streams, and badly paved in places.

Passing Lao-kai-tzū (30 houses) at $3\frac{1}{2}$ miles the road crosses a spur; the stream at the bottom of this spur flows in a narrow rocky ravine crossed by a suspension bridge on 9 iron, linked rods, erected in 1909, and descends the right bank of a narrow valley past Shan-ho-p'u (20 houses) at 7 miles and Ch'in-shan-ying (12 houses) at 9 miles to Lu-ch'ang, which lies in a cultivated valley, 250 houses. Height 6,500 feet.

ROUTE No. 71—concl'd.

Camping ground.—Bad owing to cultivation.

Supplies.—Good.

15 HUI-LI (HSIEN) 6 m. 4 f. General direction north.

164 m. 4 f. The road gradually ascends the valley to the watershed (6,650 feet) which is reached at $1\frac{1}{2}$ miles. The road then descends wide valley past T'ou-t'ang (4 houses) at 2 miles and Ta-chuan lung (8 houses) at $3\frac{1}{4}$ miles. Crossing a low spur, the road enters the Hui-li plain at 5 miles, over which it passes to the town, which is entered by the south gate.

ROUTE No. 72.

FROM YÜN-NAN FU TO I-LIANG HSIEN.

58 miles.

6 stages.

Authority.—J. Coggin Brown, Esq., March 1908.

Epitome.—A good mule road. It follows the road to Fu-min Hsien for 4 miles and then turns north to Yen-tzu-shao. Thence east to Yang-lin and south to I-Liang Hsien which is reached by following the valley of a small stream which enters the Ta-chiang Ho a few miles north of the city.

This route crosses the more important part of the Central Yün-nan coal field.

Camping ground.—Good.

Supplies.—Obtainable in small quantities.

No. of stage and total distance.	DETAILS.	
1	YEN TZU-SHAO...	9 m. A good road which leaves the city with, and follows, the Fu-min Hsien route for 4 miles as far as P'u-chi, (20 houses), and then continues north over rising country to Yen-tzu-shao. There is no village at this place, but it is important by reason of its coal mines.
9 m.		9 m. General direction slightly to the east of north, though at first the road goes to the north and north-east. The country is open and slightly wooded and there are a few minor ascents and descents. Villages are few and scattered. Elevation 6,900.
2	MA-CHIN	9 m. General direction slightly to the east of north, though at first the road goes to the north and north-east. The country is open and slightly wooded and there are a few minor ascents and descents. Villages are few and scattered. Elevation 6,900.
18 m.		<i>Camping ground.</i> —At the small village of Ma-chin. <i>Water.</i> —Is not plentiful. <i>Supplies.</i> —Rather poor.
3	YANG-LIN	10 m. General direction east; commence by an easy ascent, followed by a steeper descent to the valley plain of Ma-pao-tsao. Here the road is paved. Continue east over undulating country to Yang-lin, a small town with some 250 houses.
28 m		This place is on the Yün-nan Fu—Ch'ü-ching (Hsien) road. Elevation 6,500 feet. <i>Camping ground.</i> —Good and extensive. <i>Supplies.</i> —Abundant.

ROUTE No. 72—*contd.*

4 HSI-YANG ... 11 m. From Yang-lin there
 is a gradual ascent
 39 m. to the south. This
 is followed by a long descent and then by a slighter ascent into
 Hsi-yang. The road is fairly good. The villages are small, but
 there is a good deal of coal mining carried on locally by the
 Chinese.

Supplies.—Are scattered and poor.

5 YANG-KAI ... 10 m. The road continues
 south along the
 49 m. same valley, which
 at first is narrow with the surrounding country much cut up into
 deep and narrow gullies. Further south, however, it opens out into
 the Yang-kai plain. Yang-kai is a prosperous village of about 20
 houses.

Camping ground.—Good.

Water.—Fairly abundant.

Fodder.—Is plentiful.

Supplies.—Fairly abundant.

6 I-LIANG HSIEN 9 m. A good road which
 continues south and
 58 m. is paved nearly the
 whole way. Numerous villages are passed, situated in the same
 well watered and extensively cultivated valley. There are no im-
 portant changes of level in the road. I-Liang Hsien is a small,
 walled city. Head Quarters of a District Magistrate. Elevation
 5,400 feet.

Numerous inns and temples. It is situated at the junction
 of two important routes running to the east and south of Yün-nan
 and it is also the headquarters of the second construction division
 of the French railway.

Supplies.—Fairly abundant.

ROUTE No. 73.

FROM YÜN-NAN FU TO HUI-LI (HSIEN), *viâ* HUNG-MÊN-K'OU FERRY.

200 miles.

19 stages.

Authority.—Captan H. R. Davies, February 1900.

Epitome.—This is an alternative route from Yün-nan Fu to Hui-li, but 35 miles longer than Route 71.

The road follows Route 71 as far as Wu-ting in stage 5, when it turns north-east, crosses a steep range (8,850 feet) and descends to the P'u-tu Ho, which is crossed at San-chiang-k'ou ferry. The road ascends to the summit of the opposite bank (8,500 feet) and then, passing over undulating country, ascends in stage 14 to the watershed (height 9,900 feet) of the Yang-tze, whence a steep descent is made to the river, which is crossed in stage 15 at Hung-men-k'ou ferry. Thence the road ascends steeply by a rocky path and in stage 17 joins Route No. 78 whence a good road leads to the town.

Camping grounds.—Good except at stage 15.

Water.—Good except at stage 10.

Fodder.—Fair grazing throughout.

Supplies.—Small except at stages 2, 3, 4, 5, 17, and 19.

No. of stage and total distance.	DETAILS.	
1	LI-TZU-YUAN	8 m. 4 f.
8 m. 4 f.	2	FU-MIN HSIEN ... 10 m.
18 m. 4 f.	3	CHE-PEI ... 11 m.
29 m. 4 f.	4	LENG-TS'UN 8 m. 4 f.
38 m.	5	WU-T'ING (HSIEN) 8 m.
46 m.		

See Route 71 ; stages 1 to 5.

ROUTE No. 73—*contd.*

6 CAMP IN LU. 10 m. 4 f. General direction
KUAI PLAIN. east-north-east. A

56 m. 4 f. level road across the Wu-ting plain crossing a stream at $\frac{3}{4}$ mile and recrossing it at 1 mile at Chiu-ch'eng, where the road leaves the plain and goes down the right bank of the stream in a narrow valley; at $2\frac{1}{2}$ miles it recrosses to the left bank and continues down the left side of the valley, passing at 4 miles the Wu-ting—Lü-ch'üan boundary and coming out into the Lü-ch'üan plain close to the town. Town surrounded by mud wall 20 feet high; 300 houses. Cross the plain, and the Lü-ch'üan river at $5\frac{1}{2}$ miles (5,800 feet). From here the plain is left and the road ascends very gradually till 7 miles, where, the ascent becomes steeper, the top of the range being reached at $9\frac{1}{2}$ miles (7,400 feet). From here down-hill to the Lu-kuai plain ($1\frac{1}{2}$ miles \times $\frac{1}{2}$ mile). The village lies about 1 mile off to the east. Height 6,900 feet.

Rivers.—At $\frac{3}{4}$ mile stream from left (10 yards \times 1 foot): stone bridge. Recrossed at 1 mile by stone bridge. Recrossed at $2\frac{1}{2}$ miles by ford and foot-bridge (15 yards \times $1\frac{1}{2}$ feet). At $5\frac{1}{2}$ miles Lü-ch'üan river, from the left, (45 yards \times $1\frac{1}{2}$ feet). Temporary wooden mule-bridge in dry season. Crossed by ferry boat in rains.

Water.—Good.

Fodder.—A little grass.

Supplies.—Small.

7 P'U-TU-HO ... 12 m. General direction
north-east. Up

68 m. 4 f. over a low spur and then gradually down a narrow valley passing Hung-shih-ai at 5 miles. Here the valley widens out into a plain 2 miles long and $\frac{1}{2}$ mile wide in which are several villages. At 7 miles Hsiao-ts'ang is passed (50 houses and 2 large temples). Here is a good camp and good supplies, height 5,950 feet. From here over a low spur, and then gradually down a narrow valley, passing Cho-kua (30 houses) at 10 miles. From 11 miles (5,750 feet), the descent becomes steep till the P'u-tu-Ho is reached at 12 miles (4,950 feet). The river is crossed to the village of P'u-tu-ho (8 houses). Height 5,000 feet.

Rivers.—At 12 miles P'u-tu Ho, or Fu-min river crossed at P'u-tu Ho ferry. River 50 yards \times 10 feet. Strong current. One boat 25 feet long, 5 feet wide, taking 8 mules, or 11 mule-loads, or 20 men. Each crossing takes $1\frac{1}{2}$ minutes. Mules cannot be swum with safety.

Camping ground.—In fields round village, on the right bank. Scarcely any camping ground on left bank.

Supplies.—Very small.

ROUTE No. 73—*contd.*

8 PI-CHIA-SHAN 11 m. 4 f. General direction
north-north-east. At
80 m. first follow down
the valley of the P'u-tu Ho (Fu-min river) from P'u-tu-ho village at
5,000 feet, gradually rising up the hillside, passing Ni-chu (15 houses)
at 4 miles (6,000 feet), and Chiu-ts'un (8 houses) at 4½ miles (5,900
feet). From 5 miles there is a steeper rise to Lu-ka at 6 miles
(6,600 feet). Nearly level till 7 miles and then up again, reaching
7,350 feet at 7½ miles), passing Ni-mai (7,150 feet) at 8 miles and
reaching 8,000 feet at 8½ miles. Hence more level, slightly up and
down, passing Shih-shih at 10 miles, to Pi-chia-shan (10 houses),
8,000 feet.

Camping ground.—Good.

Water.—Good.

Supplies.—Scarcely any.

Fodder.—Not much grazing.

9 CH' IEN-CH'ANG ... 12 m. General direction
north-north-east.
92 m. Nearly level to Ti-
li-k'an at 1 mile; thence up, reaching 8,500 feet at A-pei-ch'ê at 2½
miles. Hence over some up and down ground, the highest point
(8,850 feet) being reached at 6 miles. At 9 miles Hsia-ping is passed
(8,200 feet). From here a descent to 7,400 feet, at 10¼ miles, 6,400
feet at 11½ miles, and reaching Ch'ien-ch'ang (40 houses) at 12 miles
(5,600 feet).

This village is $1\frac{1}{4}$ miles from the San-chiang-k'ou Ferry over the Fu-min river, and is the best place to camp anywhere near this valley.

Camping ground.—In terraced fields.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Fair.

10 TS'U-CHÜ ... 8 m. 4 f. General direction north-west. From 100 m. 4 f. Ch'ien-ch'ang (5,600 feet) steeply down hill to the San-chiang-k'ou ferry at $1\frac{1}{4}$ miles (3,900 feet). From here steeply up passing P'u-lu-tê (6 houses) at $3\frac{1}{4}$ miles. At $4\frac{1}{4}$ miles 6,200 feet is reached, and the ascent becomes still steeper to 7,450 feet at $5\frac{1}{2}$ miles. Hence more gradually up to To-cho (30 houses) at $6\frac{1}{2}$ miles (8,000 feet). From here nearly level along the hillside to Ts'u-chü (30 scattered houses). Height 7,800 feet. There is said to be a shorter road, not passing through To-cho.

Rivers.—At 1½ miles, P'u-tu Ho or Fu-min river, from the left, crossed at San-chiang-k'ou ferry. One leaky boat 20 feet long.

ROUTE No. 73—*contd.*

3½ feet wide, taking 6 men, or 5 mule loads. Each crossing takes 1½ minutes. River 50 or 60 yards wide. Rocky bed. Strong current. Mules are swum across.

Camping ground.—In fields.

Water.—From a pond, neither good nor plentiful.

Fodder.—Very little grazing.

Supplies.—Fairly good.

11 SAN-YIN G-P'AN ... 16 m. General direction
west-north-west.

116 m. 4 f. Up a narrow valley to the top of a spur at 1 mile (8,300 feet). From here down till two small streams are crossed at their junction at 3 miles (7,000 feet). Up the side of a spur to Han-pao-kê (8 houses) at 3½ miles, 7,250 feet and down till a stream is crossed at 4 miles (6,650 feet). From here up again on to another spur, reaching Shên-ch'ing at 6 miles (8,000 feet), and keeping nearly level to Sa-ma-chou (8 houses) at 7¾ miles (7,800 feet). This is the best place to camp if the stage is made in two marches. From here up hill reaching the top of the ridge at 9¾ miles (8,500 feet). Nearly level, a little up and down 8,300 feet at 12¾ miles. From here a little descent into a large plateau, passing Mei-nei-tzü-k'ou (200 houses) ½ mile on the left at 14 miles (7,900 feet) and crossing a small stream at 14¾ miles, and rising a little to San-ying-p'an (100 houses). Height 7,800 feet.

Rivers.—Stream at 4 miles, from the left (12 yards × 1 foot). Ford and foot bridge. At 14¾ miles, stream from the right, (8 yards × 8 inches).

Camping ground.—Large.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Not very large.

12 WA-PU-HO 9 m. 4 f. General direction
north-west. From

126 m. San-ying-p'an (7,800 feet) up hill, gradually at first and then more steeply till the top of a spur is reached at 2 miles at 8,500 feet. Thence slightly up and down, gradually getting lower, till a plain is reached at Ch'ih-la (25 houses) at 4½ miles (8,000 feet). Follow down this plain, which is from ½ to 1 mile wide, crossing the stream which runs down it at 5¾ miles, passing Pi-tsei (30 houses) at 6 miles. Here the valley begins to narrow, and at 8½ miles the road turns away from it over a low spur to Wa-pu-ho, a village of 15 houses on a little side stream. Height 7,850 feet.

Rivers.—At 5¾ miles stream from right (source of Lü-ch'üan river) 10 yards × 1 foot.

ROUTE No. 73—*contd.*

Camping ground.—Good.

Water.—Good.

Fodder.—A little grazing.

13 I-SHANG ... 9 m. General direction
north. A nearly

135 m. level road over the plateau which is at the top of this range. At $1\frac{3}{4}$ miles Hsi-ka-tso is passed, and at $2\frac{3}{4}$ miles the watershed is reached at Ch'ang-mao-ti (12 houses) at 8,000 feet. From here still nearly level, passing Chiao-hsi (10 houses) at $5\frac{1}{4}$ miles, Pê-nieh (20 houses) at $7\frac{1}{2}$ miles, I-ni (6 houses) at 8 miles. I-shang is reached after crossing a stream. Village contains 25 houses. Height 7,750 feet.

Rivers.—At 9 miles stream from right, (8 yards \times 1 foot) stone bridge.

Camping ground.—Good.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Fair.

14	K'A-HSI	12 m. 2 f.	General direction north-east.	Level
----	---------	------------	----------------------------------	-------

147 m. 2 f. comes to an end at 1 mile. But there is still a narrow strip of cultivation, and the road keeps nearly level, passing Pa-ko (6 houses) at $1\frac{3}{4}$ miles, Tien-tso (6 houses) at $2\frac{1}{2}$ miles. At $4\frac{1}{4}$ miles the plateau ends, the stream running over a waterfall into a deep precipitous valley. The road keeps along the hill side nearly level, some way above the stream, passing Li-sung-p'ing (10 houses) at 5 miles and Chin-yü-wo (3 houses) at $5\frac{1}{2}$ miles (7,400 feet). From here the road ascends steeply along the hillside, passing Lao-p'ing-tzü (4 houses) at $6\frac{1}{4}$ miles, and reaching the top of the spur at 9,900 feet at 9 miles. From here steadily down along the side of another valley to K'a-hsi (10 houses). Height 7,800 feet. There are two other villages close by.

Camping ground.—Good.

Water.—Good.

Fodder —A little grazing.

Supplies.—Small.

15 HUNG-MEN. ... 11 m. General direction
K'OU FERRY. north. The road

158 m. 2 f. gradually up, reaching the top of a spur at $1\frac{1}{2}$ miles (8,300 feet). From here nearly level round the hillside till from 4 miles (8,500 feet) the road descends, passing T'ang-tê (30 houses) at $5\frac{1}{2}$ miles (7,300 feet). Here is a fairly good camping ground. Still steeply down hill pass-

ROUTE No. 73—concl'd.

ing Hsiao-t'ang (6 houses) at $9\frac{1}{2}$ miles (4,900 feet) and reaching Hung-mén-k'ou ferry at 11 miles (2,850 feet). Village on right bank contains 4 houses.

Rivers.—At end of march Yang-tze river, here called Chin-sha Chiang 150 yards wide, with strong current, crossed by two boats each 30 feet long by 5 feet wide, taking 5 mules, or 6 mule-roads or 12 men. Time of each crossing 5 minutes.

Camping ground.—Sloping (300×50 yards), ample camp on left bank just below ferry.

Fodder.—A little grazing.

Supplies.—Scarcely any.

16 T'IEH-CHIANG- 9 m. 6 f. General direction
TS'UN. north-west. A
168 m. difficult, rocky ascent for the first $\frac{1}{4}$ mile, then along the hillside getting gradually higher, passing Ta-p'ing-ti (8 houses) at $2\frac{3}{4}$ miles (3,950 feet), and at 5 miles leaving Ta-ts'un (50 houses) $\frac{3}{4}$ mile on the right. Here is a good camp. Still up, till the top of the spur is reached at $6\frac{3}{4}$ miles, 5,800 feet, the last $\frac{1}{4}$ mile being very steep and rocky. From here over undulating ground to T'ieh-chiang-ts'un (100 houses) 5,700 feet. Two temples.

Rivers.—At $9\frac{1}{2}$ miles stream from the left (3 yards \times 6 inches) in a ravine 40 feet deep, crossed by stone bridge. Could be forded a little below.

Camping ground.—Large.

Supplies.—Fair.

17 CHIANG-CHOU 10 m. 4 f. General direction
north. From T'ieh-chiang-ts'un to
178 m. 4 f. Chiang-chou, the road has not been traversed.

18 T'ANG-KUAN ... 11 m. }
YAO. }
189 m. 4 f. }
19 HUI-LI (HSIEN) ... 10 m. } See Route No. 78,
199 m. 4 f. } stages 15 and 16.

ROUTE No. 74.

FROM YÜN-NAN FU TO TUNG-CH'UAN (HSIEN).

130 miles.

10 stages.

Authority.—Captain H. R. Davies, May 1899, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A main road, forming part of the route from the capital to Sui Fu on the Yang-tse, which is the main trade route between the Yang-tse and Yün-nan.

A good mule-road, passable for mounted troops.

The road passes over level or undulating country for seven stages, and, in the eighth, crosses the watershed (9,400 feet) separating the Niu-lan-chiang from the I-li Ho. Descending to the valley of the latter stream, the road skirts the river, till it reaches the Tung-ch'uan plain.

Camping ground.—Good at all stages.

Water.—Good.

Fodder.—Good grazing throughout.

Supplies.—Small at stages 1, 6, 7, 8 and 9; fair at the other stages.

No. of stage and total distance.	DETAILS.		
1	T'U-ERH-KUAN	16 m. 4 f.	General direction north-east.
16 m. 4 f.	Leaving the town by the south-east gate the road crosses the Yün-nan plain, passes Chiang-chia-ying at 2½ miles and reaches the hills bounding the plain at 4 miles. The road ascends past Ch'ing-shui-ho (6 houses and good water) and passes a large temple at 7½ miles where there is room to camp near a small stream and good grazing. At 9 miles the road turns level over a plateau passing Chiu-kuan at 11 miles. At 14 miles the road descends gradually past Kuan-ch'in (6 houses) at 15½ miles to T'u-erh-kuan a village of 20 houses.		
	<i>Camping ground.</i> —Good.		
	<i>Water.</i> —Good.		
2	SUNG-MING (HSIEN).	14 m. 4 f.	General direction north-east.
31 m.	A nearly level road, The road runs along a plateau, passing at 3½ miles Shang-tui-lung (15 houses) where there are good camping grounds, grazing and water. Continuing over the plateau, the road passes Hsia-tui-lung		

ROUTE No. 74—*contd.*

(15 houses) and at $12\frac{1}{2}$ miles descends slightly to the Sung-ming plain, across which it runs to the town. Sung-ming is a walled town of 400 houses. Height 6,350 feet.

Water.—From wells and small streams.

Fodder.—A little grazing.

Supplies.—Good.

3 YANG-KAI 9 m. 4 f. General direction
north-east. The

40 m. 4 f.

Sung-ming plain and, at the village of Lao-ti-shan at $2\frac{1}{2}$ miles, enters a valley, watered by the Yang-kai Ho, an unfordable stream 10 yards wide. Crossing the stream by a two-arched stone bridge at 3 miles, the road ascends the valley, which is 300 yards wide, and fairly thickly wooded. At $5\frac{1}{2}$ miles the road debouches on the Yang-kai plain, and, passing several villages, reaches Yang-kai, 120 houses. Height 6,350 feet.

Water.—Good from wells or a big stream $\frac{3}{4}$ mile off.

Fodder.—A little grazing.

Supplies.—Fairly good.

N.B.—The main road from Yün-nan Fu to Tung-ch'uan (Hsien) follows the road to Ch'ü-ching (Hsien) (Route No. 75) as far as I-Lung near Yanglin in stage 4, whence it branches north to Yang-kai. The present route is, however, shorter. (See Route 75; stage 4.)

4 HSUN-TIEN ... 14 m. General direction
(HSIEN). north-north-east.

54 m. 4 f.

The road passes over the plain through Ch'ing-shui-kou at 4 miles and, skirting the east edge of the plain, crosses a small spur, into another plain, in which lies Chin-so (40 houses) at $8\frac{1}{2}$ miles. At 10 miles the main, direct road to Tung-ch'uan branches north, whilst another route continues north-north-east and crosses a range (7,100 feet) at $12\frac{1}{2}$ miles, descends to Hsün-tien, a walled town of 450 houses. Headquarters of a District Magistrate. Height 6,350 feet.

Camping ground.—Good.

Fodder.—Good grazing.

Supplies.—Good.

5 KUNG-SHAN 13 m. 4 f. General direction
north. The road

68 m.

runs across the Hsün-tien plain for 5 miles and then ascends slightly to a plateau, rejoining the main road at $6\frac{1}{2}$ miles. At $6\frac{1}{2}$ miles the road descends along a valley, passing Liu-shu-ho (30 houses) at 7 miles and crossing the stream, which is fordable by a stone bridge at $7\frac{1}{2}$ miles. Several villages are passed, including Hsin-p'o-t'ou at $8\frac{1}{2}$ miles and

ROUTE No. 74—*contd.*

a-k'ou t'ang at $10\frac{1}{4}$ miles, and the road arrives at Kung shan, situated in a valley, with $\frac{1}{4}$ mile width of cultivation. Fifty houses. Height 6,700 feet.

Camping ground.—Good.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Fair.

N.B.—The main road which does not go through Hsün-tien, saves three or four miles. If this road is taken, camp should be formed at stage 4 at Chin-so, 16 miles from Kung-shan.

6. YEH-CHU-T'ANG 14 m. General direction
north. The road
82 m. ascends gradually to
Ta-lung-t'an (10 houses) at $4\frac{1}{2}$ miles and Hsiao-lung-t'an (25 houses)
at 6 miles. Both these villages have good water and camping
grounds. Passing T'ieh-ch'ang (30 houses) at 10 miles, where the
water is from a muddy pond, the road at $10\frac{1}{4}$ miles reaches Yeh-
chu-t'ang plateau, over which it runs for 2 miles and then descends
gradually to Yeh-chu-t'ang, 12 houses; height 8,500 feet.

Water.—From a small stream to the west.

Fodder.—Good grazing.

Supplies.—Very small.

7. LAI-T'OU-P'O ... 10 m. General direction
(ALSO CALLED ... north-north-east.
92 m. KUANG-T'OU-P'O.) Crossing a small spur
the road at $\frac{1}{2}$ mile descends, gradually at first, passing Shih-k'ou-tzû
(8 houses) at $1\frac{1}{2}$ miles, and then more steeply to a small tributary
of the Niu-lan Chiang, which is crossed at $2\frac{1}{4}$ miles. The road
ascends steeply to Sha-ho-t'ang at $3\frac{1}{4}$ miles, and then passes over a
bare, undulating plateau with occasional hills, 500 feet high on
each side. Passing to the left of a small lake, the road reaches
Ta-shui-t'ang (25 houses) at $6\frac{3}{4}$ miles, and continues across the
plateau to Lai-t'ou-p'o (40 houses and a large temple). Height
8,500 feet.

Camping grounds.—Unlimited.

Water.—From a small stream.

Fodder.—Good grazing.

Supplies.—Fair.

8. SHAO-P'AI 12 m. 4 f. General direction
north-north-east.
104 m. 4 f. Crossing a small bare
hill, the road ascends easily to Chiu-t'ang fang (8 houses) at 2
miles, and, after running across a plateau for $3\frac{1}{2}$ miles, enters a
valley and ascends it to Tzu-ch'ang (10 houses) at $5\frac{1}{2}$ miles. Ascend -

ROUTE No. 74—concl'd.

ing somewhat steeply, the road skirts a small stream, passing Tzù-ch'ang k'ou at $6\frac{1}{2}$ miles and Ch'ê-lu-hsin at 8 miles, and reaching the crest of the valley (9,400 feet) at 10 miles. Thence the road descends very steeply for the last mile, to Shao-p'ai 30 houses, height 8,100 feet.

Camping ground.—Ample.

Fodder.—Good grazing.

Supplies.—Small.

9 TA-CH'IAO 11 m. 4 f. General direction
north-north-west

116 m.

From camp, the road follows a small tributary to its junction with the I-li Ho, which is crossed at 2 miles (1 foot deep) by a ford and foot-bridge. Crossing a spur (7,950 feet) the road descends to Ming-hsiang-ch'in at $4\frac{1}{2}$ miles and again descends to the I-li Ho, which is reached at Chê-chi (30 houses) at $6\frac{1}{2}$ miles. The road descends the I-li valley, passing at $9\frac{1}{2}$ miles, San-chia-t'ang, and thence reaches Ta-ch'iao 40 houses. Height 7,550 feet.

Fodder.—Good grazing.

Supplies.—Small.

10 TUNG-CH'UAN ... 14 m. General direction
(HSIEN) north-west.

130 m.

The road descends the valley of the I-li Ho passing Hsiao-ch'ang-t'ang at 3 miles, Ta-mu-ch'ang at 5 miles and Mo-k'uei-t'ang at $6\frac{1}{2}$ miles. At $7\frac{1}{2}$ miles the valley widens to a breadth of $\frac{1}{4}$ mile, and the stream is 30 or 40 yards wide, navigable for boats, but fordable in May in many places. At 11 miles the road leaves the river, and skirts the south edge of the plain to the town.

Water.—From wells and a stream close by.

Fodder.—Fair grazing at foot of hills.

Supplies.—Plentiful and good.

ROUTE No. 75.

FROM YÜN-NAN FU TO CH'Ü-CHING (HSIEN).

85½ miles.

7 stages.

Authority.—Lieutenant Watts-Jones, April 1899.*Epitome.*—A good mule-road throughout, passable by mounted troops and a practicable cart-road for the first three stages.

After running level for three stages, the road crosses undulating pine-covered country for two stages, and then traversing a rolling plateau, descends to the Ch'ü-ching plain.

Camping grounds.—Good, except at stages 5 and 6, where the accommodation is limited.*Supplies.*—Fair.*Fodder.*—Good grazing throughout.

No. of stage and total distance.	DETAILS.
1	TA-PAN-CH'IAO 10 m. 4 f. General direction east. Good level mule- road. Carts used.
10 m. 4 f.	The road goes across the plain for 2 miles and then gently up and down over the ends of spurs from the north. At 9 miles descend into valley and continue up it to Ta-pan-ch'iao; large village, large official rest house.
	<i>Rivers.</i> —1½ miles small banked stream north to south.
	8 miles, small stream, arched bridge.
	10½ miles, small stream, arched bridge.
	<i>Camping ground.</i> —Good, about 1 mile short of or beyond the village.
	<i>Supplies.</i> —Ordinary supplies obtainable.
2	HSIAO-P'U-TZU ... 14 m. General direction north-east.
24 m. 4 f.	Good level mule- road. Almost everywhere tracks beside road so that 2 or 3 mules could go abreast.
	The road rises gently to Fên-shai-li, 4½ miles; thence level to Ch'ang-p'o, 9 miles; good camp, but only a little water; thence undulating, passing Liao-shao at 13½ miles to Hsiao-p'u tzü, small village. Throughout this march country dry and almost uninhabited.
	<i>Camping ground.</i> —Good.
	<i>Water.</i> —Good

ROUTE No. 75—contd.

Fodder.—Good grazing.*Supplies.*—Ordinary.

3

HSIN-KAI

14 m. 4 f. General direction
north-north-east.

39 m.

Good level mule-

road. Carts used. The road follows a low, grassy down to Yang-lin, 3 miles, large village of about 200 houses. Good camp and large supplies. The downs above Yang-lin would form a good position for resisting an advance from the east or north-east as there is a clear field of fire in front cover, and it is protected from a turning movement by the north by the marsh. It could be turned in time over the hills to the south. The road branches at Yang-lin, the north branch going to Tung-ch'uan. The road crosses the plain, due east, on a causeway, and proceeds along the foot of the hills between them and the lake to 7 miles to Ta-shan-shao, large village where it turns round the spur and emerges into an open well cultivated valley, 8 miles, Pei-lung-shao; 9 miles Lao-hou-kai, large village and good camp. The road then goes up and down among ravines till it strikes the outlet of the Yang-lin lake where the latter passes through a small defile at Ta-kuan-ti 12½ miles. It then follows the river, the valley of which opens out to Hsin-kai, small village. Many villages near. The down above Hsin-kai would make a good position for resisting an advance from the south-west and, if the hill above was held, would be very strong. The conical limestone hill north of the river is the highest point for at least 20 miles in any direction and very conspicuous. It would form an admirable signalling point. Hsin-kai 6,650 feet.

Camping ground.—Good*Supplies.*—Good.

4

TS'AO-HAI-PAN- ...

15 m

General direction
north-east. Good
mule road. The

CH'IAO.

54 m.

road leaves the river and crossing several broad spurs, rises gradually to I-Lung 5½ miles, a large village. Fair camping ground below the village. Fair ordinary supplies. A road to Hsün-tien 24 miles, branches off from here. See Route 74; stage 3. Thence the road follows the spur on which I-Lung is built, and rises 300 feet rather more sharply to the watershed, 7 miles, 7,400 feet. A temple and a few huts, and some room to camp. The road then descends steeply 700 feet to a valley running nearly north which it follows to Kuan-ti, 11 miles, small village. The road now bends sharply to the east, passes through another small village and rises over a low spur, descending gradually through waste and partly cultivated land to Ts'ao-hai-pan-ch'iao. Large village. Large official rest-house. 6,650 feet.

ROUTE No. 75—*contd.*

Rivers.—15 miles, stream (4 yards \times 2 feet). No current.
Crossed by stone bridge.

Camping ground.—Room for large camp west or east of village.

Water.—Good.

Supplies.—Good, ordinary supplies.

5 HUNG-CHIN. 9 m. 4 f. General direction east.
SHAO. Good mule-road.

63 m. 4 f. Rolling plateau country. The road follows a narrow, flat valley between hills covered with pine trees to the watershed Li-yüan-shao, $2\frac{1}{2}$ miles, 6,970 feet. A very good view is obtainable from a low hill, $\frac{1}{2}$ mile north of this. The country to the south is open rolling down for about 8 miles, that to the north and south-east narrow steep-sided valleys. This would form a good position for resisting an advance from the east, as it has a good clear field of fire. It could hardly be turned by the north as the ravines are too precipitous; and if a sharp look-out were kept, it would be very difficult to turn it by the south except by a very wide movement.

The road descends over a bare down to Pei-t'ang-p'u, 4 miles, large village (good camp and water; good supplies); thence rises over a down and along a small hill, dips down into a deep *nullah* and rises again to Huang-t'u-p'u 6 miles, fair sized village; thence the road is up a narrow valley passing Wu-lung-ch'in, small village at 8 miles to Hung-chin-shao at the top of the pass 7,400 feet; no village, just a guard-house.

Water.—Good.

Fodder.—Good grazing.

Supplies.—Nil.

6 HSIANG-SHUI. ... 14 m. General direction
P'A. north-east. Good
77 m. 4 f. mule-road. Roll-
ing plateau country.

The road descends along the hillside to the valley which it crosses; at 2 miles Ts'ang-lang-p'u a small village; room for a few tents; then rises over a low watershed and descends gradually to Ma-lung (Hsien) 6 miles, a poor town of about 300 houses in a small plain, walled, but wall broken in places. It is the Headquarters of a District Magistrate. The town is completely commanded from all sides, and would be quite untenable. The broad road is fairly level with a rolling plateau to the south and a broken range of hills, through which all the streams flow, to the north. A small lake is passed at 11 miles and just beyond it Ta-hai-shao, a small village, good camping ground and fair supplies. The road from Ch'ü-ching to Hsün-tien branches from here. After another mile the road

ROUTE No. 75—*contd.*

strikes into the head of the Hsiang-shui Ho and descends along it to Hsiang-shui-p'a fair sized village.

Rivers.—2 miles Tsang-lang-p'u Ho, 8 yards \times 6 inches stone bridge. 6 miles Ma-lung Ho, 4 yards \times 6 inches stone bridge.

Camping ground.—Good for a small force.

Water.—Good.

Supplies.—Ordinary.

7 CH'U-CHING ... 8 m. General direction east.
(HSIEN). Good mule road.

85 m. 4 f. The road follows above the left bank of the stream to Mien-tê-shao, 2 miles, small village, room for small camp. The road branches here, left hand going to Chan-i (Hsien), 10 miles from Mien-tê shao. At 3 miles descend to the plain, and thence follow along the edge of it due east, passing numerous small villages.

The distance from Yün-nan Fu to Ch'ü-ching (Hsien) is often done in four stages—1. Yang-lin; 2. Pan-chiao-hai; 3. Ma-lung (Hsien); 4. Ch'ü-ching (Hsien). It is throughout an easy road though somewhat slippery after rain and very level: carts are used over most of it. It could easily be done in 6 stages—1. Pan-ch'iao; 2. Yang-lin (or Hsiao-p'u-tzŭ); 3. Hsin-kai; 4. T'sao-hai-pan: ch'iao; 5. Ts'ang-lang-p'u or Ma-lung (Hsien).

The country between Pan-ch'iao-hai and Ch'ü-ching is a plateau, rolling, and broken by a hill range, mostly cultivated, but not good land except in the valleys; high, cool, and healthy.

Fodder.—Good grazing.

Supplies.—Fair.

ROUTE No. 76.

FROM YÜN-NAN FU TO CH'Ü-CHING (HSIEN) (via
LU-LIANG (HSIEN)).

113 miles.

10 stages.

Authority.—Captain H. R. Davies, April 1899.

Epitome.—An alternative route, 28 miles longer than Route 75.

A good mule road, suitable for mounted troops.

After running level over the Yün-nan plain for a stage, the road ascends across two steep spurs (7,500 feet) in succession, by a paved, slippery road and then descends into the plain of the Ch'ü-ching Ho through which it runs, nearly on the level, for six stages to Ch'ü-ching.

Camping grounds.—Fair at stage 8, good at all the others.

Water.—Is rather scarce at stage 5, otherwise there is ample throughout.

Fodder.—A little grazing *en route*.

Supplies.—Good at stage 10, otherwise in fair quantities only

No. of stage
and total
distance.

DETAILS.

1	SHUI-HAI-TZU ... 11 m.	General direction east-south-east. Level road. Leave by the big east gate. Through suburbs for 1½ miles, then along the Mêng-tzū road to Kuan-shang, a village in two groups. At the second group at 4 miles, the road turns off to the right, passing Chu-chia-ts'un at 5½ miles. At 7½ miles, at Shuang-shui-lien, the route leaves main paved road and takes a short cut, passable for animals. At 8 miles Ho-ti, 15 houses. Cross a stream 8 yards wide just beyond village, by a footbridge and ford. Then a very slight ascent to 7,000 feet. Here the route rejoins the main paved road. Down a little to Shui-hai-tzū, 20 houses. Height 6,900 feet.
	11 m.	
		<i>Rivers.</i> —At 1 mile in suburbs, stream from left 25 yards wide. Crossing scarcely noticeable, houses hide the bridge.
		<i>Camping ground.</i> —Large.
		<i>Water.</i> —From stream ¼ mile beyond.
		<i>Supplies.</i> —Small but more can be got from neighbouring villages.
2	T'ANG-CH'IH 13 m. 4 f.	General direction east-south-east. A very low spur is crossed
	24 m 4 f.	

ROUTE No. 76—*contd.*

and there is a very slight descent to Huang-t'u-p'o, 30 houses, at $2\frac{1}{4}$ miles. From $2\frac{1}{2}$ miles there is a little steep ascent up a narrow valley till the top of a low range is reached at 2 miles at a small police fort, 7,500 feet. Thence rather steeply down a narrow valley till the bottom is reached at $4\frac{1}{4}$ miles at 7,000 feet. Thence cross a small stream and over a low spur to Ch'i-tien. 100 houses, 7,050 feet. Along the Ch'i-tien plain till a very low range is crossed at 10 miles, 7,200 feet, just after passing Ta-shao-t'ang. From here a steep descent to Ts'ao-hai-ts'un, 25 houses, at $11\frac{1}{2}$ miles. Then skirt the end of a large lake by a level road to T'ang-ch'ih, 150 houses. Two large temples and three or four small ones, and some small inns. Height 6,350 feet.

Camping ground.—Ample.

Supplies.—Fair.

3 I-LIANG HSIEN ... 9 m. General direction east.
 33 m. 4 f. At starting cross a stream which is the outlet of the Yang-tsung-hai lake, and along the T'ang-ch'ih plain to T'ang-chia-ts'un at 2 miles, thence uphill, gradually at first, and afterwards steeply to the top of the range at $3\frac{1}{2}$ miles, 7,300 feet. On top is a small cultivated plateau, and the road is level till $4\frac{1}{2}$ miles. Thence steep downhill by a slippery, paved road, passing Ching-an-shao at $4\frac{1}{2}$ miles, and reaching the I-liang plain at the village of Hsiao-p'o-chio at 7 miles. Thence across the plain to I-liang Hsien, a walled town of 800 houses. Several temples. Inns chiefly in north suburb. Height 5,500 feet.

Rivers.—At starting stream from right (10 yards \times 3 or 4 feet). Slow current, crossed by stone bridge.

Water.—From wells.

Fodder.—Grazing round a swamp $\frac{3}{4}$ mile east, near the Lu-liang road.

Supplies.—Fairly good.

4 TA-SHAO ... 10 m. General direction east.
 43 m. 4 f. Across the I-Liang plain till the Ch'ü-ching river is crossed at 2 miles, at Ta-tu-k'ou. Directly afterwards Hsiao-tu-k'ou is passed, and the road leaves the plain and goes up a side stream by a narrow valley. At 4 miles, at T'ang-chia-wan, the road leaves the stream and goes up the side of the hill to 6,000 feet at 5 miles. Thence nearly level, skirting the south edge of a plateau with a pond in it, till $5\frac{3}{4}$ miles, where it ascends pretty steeply to 6,700 feet at $7\frac{1}{2}$ miles. Thence nearly level to Ta-shao, 40 houses and a large temple and small inns. Height 6,600 feet.

ROUTE NO. 76—contd.

Rivers.—At 2 miles, Ch'ü-ching river, from the left 70 yards wide $2\frac{1}{2}$ feet deep. Slow current. Flows in a bed 150 yards wide. Fordable but there is a ferry boat 30 feet long 6 feet wide, taking 8 mules or 10 mule loads, or 25 men.

Water.—From wells and ponds.

Fodder.—A little grazing.

Supplies.—Small.

5 T'IENT-SHENG- ... 9 m. General direction east.
KUAN. Nearly level road
52 m. 4 f. over a large undulating plateau. At 5 miles is O-ma-chan, 30 houses. Just before entering the village a small stream is crossed, which forms the boundary between I-liang and Lu-liang. At $6\frac{1}{2}$ miles is Kao-shih-shao, 15 houses; at $7\frac{1}{2}$ miles Shih-pan-shao, 12 houses. T'ien-shêng-kuan contains 30 houses and a temple. Height 6,500 feet.

Water.—Not very plentiful: from wells and ponds.

Fodder.—Not much grazing in April

Supplies.—Small.

6 A-YU-P'U ... 8 m. General direction east-north-east. Level road over an undulating plateau. At $4\frac{1}{2}$ miles is Hui-tzu-shao; at 5 miles Fa-êrh-shao, $6\frac{1}{2}$ miles Li-shu-yüan; at 8 miles A-yu-p'u, a village of 40 houses and temple. Height 6,500 feet.

Camping grounds.—Large.

Water.—From a small stream to the east of the villages.

Supplies.—Small.

7 LU-LIANG ... 12 m. General direction
(HSIEN). north-east. Level road over plateau, passing Hsin-shu at $2\frac{1}{2}$ miles and T'ai-p'ing-shao at $5\frac{1}{2}$ miles. At $6\frac{1}{2}$ miles the road reaches the bank of the Ch'ü-ching river, but leaves it again to cut off the corner of a bend in the river. It reaches the river again at 9 miles and crosses it at $9\frac{3}{4}$ miles at the village of Hsi-ch'iao. Thence up the plain to Lu-liang, a walled town of 350 houses. Head Quarters of a District Magistrate. Several temples. Height 6,200 feet.

Rivers.—At $9\frac{3}{4}$ miles, Ch'ü-ching river from the right. Crossed by 13-arch stone bridge, 120 yards long and 15 feet wide. River apparently deep. Slow current.

Camping ground.—Ample.

Water.—From wells and ponds and the river $\frac{1}{2}$ mile off.

Supplies.—Fair.

ROUTE No. 76—*concl'd.*

8 TA-CH'IAO 11 m. 4 f. General direction
north-east. Level
84 m. road up the Lu-
liang plain. Numerous villages are passed, among which are To-
p'o-shu at 1 mile, P'u-chi-ssû at 3 miles, Chi-chia-p'o at $3\frac{3}{4}$ miles,
Lu-ch'i-p'u at $7\frac{3}{4}$ miles, Pan-ch'iao at 9 miles. Ta-ch'iao contains
25 houses and a temple. Height 6,200 feet.

Supplies.—Small supplies from this and neighbouring villages.

9 YUEH-CHOU 13 m. 4 f. General direction
north-east. Level
97 m. 4 f. road all the way up
the valley of the Ch'ü-ching river. At $\frac{1}{4}$ mile, in the middle of the
village of Su-chia-wan, the boundary between Lu-liang and Ch'ü-
ch'ing (Hsien) passed. At $3\frac{1}{2}$ miles the hills close in on the road
but immediately widen out again. The road then leaves the river
for a time and goes over some rather higher lying ground, passing
Sung yin-ch'ung at 7 miles and coming out on to the Yüeh-chou
plain at Hsiao-shao at $8\frac{1}{4}$ miles. At Hsia-ch'iao at $12\frac{1}{2}$ miles, down
to the river again and cross it. Yüeh-chou was formerly a district
town and has a wall round it; 200 houses and a large temple.
Height 6,300 feet. There is a more direct road to Ch'ü-ching,
keeping on the right bank of the river and not entering Yüeh-chou.
This would perhaps be $\frac{1}{2}$ mile shorter. If this road is taken the stage
would be at Hun-ta-lu, which is just opposite Yüeh-chou on the
west side of the plain.

Rivers.—At $2\frac{1}{2}$ miles, Ch'ü-ching river. Crossed by stone
bridge 70 yards long.

Supplies.—Small.

10 CH'Ü-CHING 15 m. 4 f. General direction
(HSIEN). north-north-west.
113 m. A level road up the
Ch'ü-ching plain, passing numerous villages. A stream called the
Shang Ho is crossed at starting, and at $6\frac{1}{2}$ miles at the village of
Ch'iao-t'ou, the Ch'ü-ching river is crossed. Beyond this the plain
narrows in a little and the road goes over a little higher-lying ground
till 8 miles. Ch'ü-ching is a walled town of 1,000 houses. Height
6,450 feet. Head Quarters of a District Magistrate.

Rivers.—At $\frac{1}{4}$ mile Shang Ho, from the right. Crossed by stone
bridge 40 yards long. At $6\frac{1}{4}$ miles Ch'ü-ching river. Crossed by
stone bridge 70 yards long. Width of water in April 50 yards.
At $15\frac{1}{4}$ miles stream from the left. Crossed by stone bridge 30 yards
long. Width of water in April, 20 yards.

Water.—From wells and stream which runs past south face.

Fodder.—Good grazing.

Supplies.—Good.

ROUTE No. 77.

FROM TUNG-CH'UAN (HSIEN) TO CHAO-T'UNG
(HSIEN).

86 miles.

7 stages.

Authority.—Captain C. Ryder, February 1900.

Epitome.—Part of the main road from Yün-nan Fu to the Yang-tze.

A mule-road in very fair condition; unpaved.

The road runs for the most part over undulating, cultivated country, with steep gradients occasionally.

Camping ground.—Fair throughout.

Water.—Good.

Supplies.—Very small.

No. of stage
and total
distance.

DETAILS.

1 PAN-P'ING-CH'IN. 14 m. 2 f. General direction north; path very fair, unpaved, out

14 m. 2 f.

by north gate cross plain to T'sang-fang at mile 4: up gradually to ridge at mile 6 $\frac{3}{4}$, 8,500 feet, down a little to Lung-wang-miao at mile 7 $\frac{1}{4}$; across downs past Hsiao-p'u-tzû at mile 10 $\frac{3}{4}$, 8,100 feet, to mile 12 $\frac{3}{4}$, then down narrow valley to Pan-p'ing-ch'in (20 houses) at mile 14 $\frac{1}{4}$, 7,300 feet; no inn.

Camping ground.—In fields.

Supplies.—Small.

2 SHA-SUNG-SHU ... 12 m. General direction north;

26 m. 2 f.

path very far, unpaved. Down narrow valley past Yu-fang at mile 2 $\frac{1}{2}$, Hung-shih-ai at mile 3 $\frac{1}{2}$, 6,800 feet (40 houses), several inns. Down valley to T'ien-shêng-ch'iao, at mile 4, cross stream upon hillside to Hung-shui-t'ang at mile 4 $\frac{3}{4}$, 7,100 feet; rise slightly on downs past scattered village of Huang-ts'ao-p'ing at miles 5 $\frac{3}{4}$ and 6 $\frac{1}{4}$, and Hou-shao-ch'iao at mile 7 $\frac{1}{4}$, 7,500 feet; up, fairly steep, to Lung-shui-ching on ridge 8,300 feet at mile 8 $\frac{3}{4}$, gradual descent on broad ridge to Sha-sung-shu at mile 12 (20 houses). 7,600 feet.

River s.—At mile 4, cross stream 30 yards bed, water 5 yards by 1 foot.

Camping ground.—In fields.

Supplies.—Small.

ROUTE No. 77—*contd.*

3 I-CH'E-HSUN 11 m. 2 f. General direction
north; path very
fair.

37 m. 4 f.

Down on broad ridge to San-chia-ts'un (3 houses), 6,700 feet at mile $1\frac{1}{4}$ undulating on ridge past Lan-ma-t'ien at mile $3\frac{1}{4}$, rising slightly to 7,000 feet at mile $4\frac{3}{4}$, down past P'o-t'u-k'a (3 houses) at mile $5\frac{1}{4}$: down, fairly steep, to T'ou-t'ao Ho at mile $6\frac{1}{4}$, 5,900 feet: up steep valley to hamlet at mile 7, 6,500 feet: down narrow valley to Ch'ing-k'ou at mile $7\frac{1}{2}$; down small plain $\frac{1}{4}$ mile wide past Pan-pien-k'ai at mile $8\frac{1}{4}$ to I-chê'-hsün at mile $11\frac{1}{4}$, 6,300 feet (100 houses), inns.

Rivers.—At mile $6\frac{1}{4}$, cross stream bed, 30 yards, water 10 yards by 1 foot.

Camping ground.—In fields.

Supplies.—Fair.

4 TO-KE-T'ANG ... 13 m. General direction
north; path badly
paved; down valley

50 m. 4 f.

past Lung-t'ang at mile 2, and Yen-k'ou-p'ing at mile 4, valley narrowing here; past Chung-chai at mile $4\frac{1}{2}$, valley opens out again to mile $6\frac{1}{2}$, 6,100 feet, up hill past Hsiao-ma-ti at mile 7, to ridge at mile $8\frac{1}{2}$, 7,100 feet; down narrow valley past Ya-k'ou-t'ang at mile $8\frac{3}{4}$; Kao-shih-kang at mile $9\frac{3}{4}$; Yao-tien-tz'ü at mile $10\frac{1}{2}$; Shi-kê-t'ang at mile 12 (all these are hamlets) to To-kê-t'ang at mile 13, 6,000 feet (6 houses), no inn.

Camping ground.—In fields.

Supplies.—Nil.

5 TA-SHUI-CHING ... 11 m. General direction
north: path fair.

61 m. 4 f.

Down valley past several hamlets: Niu-ch'ang at mile $1\frac{3}{4}$, Hsiao-shih-ch'iao at mile 2 to mile 3, then down steep to Niu-lan Chiang, cross it to Chiang-ti (large village; inns) at mile $3\frac{3}{4}$, 4,400 feet, up very steep hill to Hai-k'ou at mile $5\frac{1}{4}$, then not so steep past Hai-p'u at mile 6 up to Sung-ma-p'êng at mile $7\frac{1}{2}$, 7,600 feet; rise gradually 200 feet on hillside to mile $8\frac{1}{4}$, then fairly level on hillside past Niu-chang-p'ing at mile $10\frac{1}{2}$; up valley to Ta-shui-ching (15 houses) at mile 11, 8,000 feet.

Rivers.—At mile $3\frac{3}{4}$, cross river, the Niu-lan Chiang, iron chain suspension bridge, 48 yards long, 50 feet above water. River deep, fast current. (Yung-an-ch'iao bridge.)

Camping ground.—On ridge.

Supplies.—Very small.

ROUTE No. 77—*concl'd.*

6 LAO-WA-T'ANG 14 m. 2 f. General direction
north; path very
fair; level over
75 m. 6 f.
ridge to mile $1\frac{1}{4}$, down valley past Ta-p'o-chu at mile $1\frac{3}{4}$; down
valley to Ke-shan-ts'un at mile $4\frac{1}{4}$, amongst cultivated downs past
T'ao-yüan at mile $7\frac{1}{4}$ (80 houses; inns), 6,800 feet; across downs,
round marsh, past Pu-lung-ts'un at mile $9\frac{1}{4}$, rising some 300 feet
to mile 12, down valley to Lao-wa-t'ang (10 houses) at mile $14\frac{1}{4}$,
no inn.

Camping ground.—In fields.

Supplies.—Very small.

7 CHAO-T'UNG 10 m. 2 f. General direction
north-east; path
good; amongst
86 m.
downs past Ta-yüan-tzū at mile $1\frac{3}{4}$ to plain at mile $5\frac{1}{4}$ (Lu-Tien
(Hsien) road joins in); up plain past Lung-ch'uan-chai at mile 6,
Fêng-huang-shan at mile $6\frac{1}{2}$; cross canal at mile $7\frac{1}{4}$, past Ta-ch'uan
wan at mile 8, So-chuang at mile $8\frac{3}{4}$ to Chao-t'ung at mile $10\frac{1}{4}$.
Walled towns, inns, etc. Head Quarters of a District Magistrate.

Camping ground.—In fields.

Supplies.—Very good.

NOTE.—The ordinary mule-stages for this route are:—(1) Hung-shi-hai (2)
I-ch'êhsün (3) Chiang-ti, (4) T'ao-yüan (5) Chao-t'ung.

ROUTE No. 78.

FROM CHAO-T'UNG (HSIEN) TO HUI-LI (HSIEN).

167 miles.

16 stages.

Authority.—Captain C. Ryder, February 1900.

Epitome.—A route joining the important town of Hui-li (in Sui-u a n) with the main trade-route from Yün-nan Fu to the Yang-tze.

A fair mule-road, but narrow. Unpaved and in places stony.

The road passes over easy country for two stages, and in stage 3 makes a steep descent to the Niu-lan Chiang which is crossed by an iron chain bridge. It then ascends deeply to the summit of the Yang-tze watershed (10,400 feet) which is reached in stage 6. Thence the road descends, steeply in places, to the Yang-tze valley reaching Ch'iao-chia (Hsien) in stage 9, and crossing the river in the next stage by boat ferry. Thence the road ascends the left bank of the Yang-tze, steeply in places, and in stages 12 and 13 passes over hilly country, rough and stony in places, changing for the last three stages into undulating cultivated downs intersected by valleys.

Camping grounds.—Good at stages 1, 7, 8, 9, 12, 13, 14, 15, and 16. Accommodation at the other stages is restricted.

Water.—Good throughout.

Fodder.—A little grazing.

Supplies.—Good at stages 1, 9, 13, 14 and 16. Only small quantities procurable at the other stages.

No. of stage
and total
distance.

DETAILS.

1 LU-TIEN (HSIEN) 16 m. General direction

16 m.

south-west; level,
path good, unpaved.

Follow Tung-ch'uan road to mile 5 through Cha-la-ts'un at mile 5½; skirt plain, cross stream at mile 6½ past Chang-hsi-po at mile 7½; along foot of low, bare range amongst downs past 'I'u-tung-tung at mile 8½, cross tank-bund at mile 9½, amongst downs; again past Pan-pan-fang at mile 11½, up plain past Yen-tse-hai at mile 12; plain narrows past Liu-shu-ch'a at mile 14 and widens a bit to Lutien at mile 16: small walled town, 6,700 feet, several inns. Headquarters of a District Magistrate.

Rivers.—At mile 6½ cross stream, 3 branches, 18 yards in all, water 2 feet deep.

ROUTE No. 78—*contd.**Camping ground.*—Around town.*Supplies.*—Good.

2

HSIN-SHA-PA

11 m. 4 f.

General

direction

south-west. Path

narrow, unpaved,

27 m. 4 f.

out at west gate, up plain under low range past Lao-cha-k'a at mile 1, and Ch'i-li-pan at mile 2 $\frac{1}{2}$. T'an-kuan-yao at mile 3 $\frac{1}{2}$; through low gap in range at Ch'ing-k'ou, mile 5, 7,100 feet; down on hillside past hamlet at mile 5 $\frac{1}{2}$; down steep, past Wo-tzu-hsün at mile 6 $\frac{1}{2}$, round spur past Yen-ko-tsui at mile 7 $\frac{1}{2}$ (inn, 6 houses); down to Lao-sha-pa at mile 8, 6,000 feet; down valley past several hamlets to Ta-ch'iao; at mile 9 $\frac{1}{2}$ cross the stream down valley to Hsin-sha-pa (20 houses; small inns), 5,400 feet.

Rivers.—At mile 9 $\frac{1}{2}$ cross stream, 30 yards bed, water 6 yards by 1 foot.

Camping ground.—In fields.*Supplies.*—Small.

3

PA-KOU-NAO

14 m. 4 f.

General

direction

south, path narrow

stony unpaved.

42 m.

Slight rise on hillside to pass above large stream issuing from hillside; down to stream and cross at mile 1 $\frac{1}{2}$; 5,100 feet; up gradually on hill side past Yüeh-liang-t'ien at mile 2; up to 5,400 feet at mile 2 $\frac{1}{2}$; gradual rise to 5,600 feet at mile 3 $\frac{1}{2}$; level to mile 4 $\frac{1}{2}$ and descend past Yu-t's'ao-p'ing (2 houses; inn) at mile 5 $\frac{1}{2}$, 5,300 feet; final descent very steep past T'ien-sheng-ch'iao (6 houses) just before reaching bridge over Niu-lan-chiang at mile 7 $\frac{1}{2}$, 3,800 feet; cross and up, very steep, to Ta-p'ing-tzu at mile 8 $\frac{1}{2}$ (10 houses), 5,700 feet; fairly level on hillside past Ta-wan-tz'i at mile 10 $\frac{1}{2}$; rising gradually and short, drop to Pa-kou-nao 30 houses; several inns at mile 14 $\frac{1}{2}$, 6,100 feet.

Rivers.—At mile 1 $\frac{1}{2}$ cross stream, rocky, 10 yards wide, 2 feet deep. At mile 7 $\frac{1}{2}$ cross small river Niu-lan-Chiang, iron chain-suspension bridge 25 yards long, 100 feet above water, river fast, current deep and running in precipitous gorge.

Camping ground.—In fields.*Supplies.*—Small.

4

LAO-TIEN-TZÜ

8 m. 6 f.

General

direction

south-west; path

fair unpaved,

50 m. 6 f.

narrow. Level on hillside to Ta-chai at mile 1; up gradually on hillside; then steeper on to broad ridge, highest point 7,900 feet at mile 9 $\frac{1}{2}$; down slightly to Mao-sha-ching (2 houses) at mile 4 $\frac{1}{2}$, 7,600 feet; down steep to stream at mile 6, 6,500 feet; rise gra-

ROUTE No. 78—*contd.*

dually on hillside past P'i-chai-shan at mile $6\frac{1}{2}$ to mile 7, 7,200 feet down, fairly steep, to stream at mile $8\frac{1}{2}$, 5,900 feet, cross it and up slightly to Lao-tien-tzû (30 houses), scattered, small inn; 6,100 feet.

Rivers.—At mile 6 cross stream, bed 15 yards, water 4 yards by 6 inches.

At mile $8\frac{1}{2}$ cross stream, 30 yards bed, water 5 yards by 1 foot.

Camping ground.—Around village.

Supplies.—Small.

5 TA-HAI-TZU 8 m. 6 f. General direction
west; path moder-
ate, narrow, un-

59 m. 4 f.
paved. Up hillside fairly steep past hamlet at mile 1, 6,600 feet; up to 7,400 feet at mile 2; fairly level to Tung-chia-tien, 7,500 feet, mile $2\frac{1}{2}$; up steadily amongst downs past T'ien-tzû-shan at mile $5\frac{3}{4}$ on to broad ridge at mile $6\frac{1}{2}$; 9,400 feet; down to low saddle at mile $7\frac{1}{2}$; 8,700 feet; round hillside into small valley at mile $8\frac{1}{2}$; up it to Ta-hai-tzû (15 houses); no inn; 8,600 feet.

Camping ground.—In valley.

Supplies.—Nil.

6 TSO-CHIO ... 10 m. General direction
west; path moder-
ate; narrow, un-

69 m. 4 f.
paved: up over ridge at mile 1, 9,400 feet, dip to 9,100 feet at mile $1\frac{1}{2}$, up on to broad ridge, watershed mile $2\frac{1}{2}$, 10,000 feet but continue to rise to mile 3, 10,400 feet; down into small valley containing scattered village of Ta-ai-tung at mile $4\frac{1}{2}$, 9,500 feet; up valley on to downs at mile 6, 10,200 feet; down valley, path stony, very narrow, past Liu-chia-kou (4 houses) at mile $8\frac{1}{2}$, 9,000 feet, to Tso-chio at junction of 3 dry nullahs at mile 10, 8,400 feet (20 houses, small), no inn.

Camping ground.—In fields.

Supplies.—Very small.

7 SHUI-TANG 12 m. 2 f. General direction
TZU. north-west; path
moderate, narrow,

81 m. 6 f.
stony, unpaved. Up, fairly steep, to 9,000 feet at mile $\frac{3}{4}$, level past Pi-ti-k'an (6 houses) at mile $1\frac{1}{2}$ to mile $1\frac{3}{4}$; down circling round hillside into valley, cultivation 300 yards wide at mile $4\frac{1}{2}$; up it to Chiao-me-ti at mile $6\frac{1}{2}$ (30 houses, inn) 7,500 feet; cross valley, up hillside to 8,000 feet at mile $7\frac{1}{2}$; then up valley on hillside past P'a-la-t'ang at mile $7\frac{3}{4}$, 8,100 feet; cross valley at mile $8\frac{1}{2}$ up steep to ridge at mile $10\frac{1}{2}$, 10,100 feet; short steep descent, then gradual on hillside to Shui-t'ang-tzû, 20 scattered houses on small plateau at mile $12\frac{1}{2}$, 8,800 feet.

ROUTE No. 78—contd.

Camping ground.—Good.*Supplies.*—Nil.

8 CH'IAO-CHIA-YING. 8 m. 4 f. General direction south; path moderate, narrow, rocky, unpaved. Level to mile $1\frac{1}{2}$, then down past Ku-ko-t'ang at mile $1\frac{1}{2}$, 8,500 feet; wind round head of nullah descending gradually but not continuously to Mu-chu-ko at mile $5\frac{1}{2}$, 7,500 feet; then descends steep, first on hill-side, then on spur to Ch'iao-chia-ying at mile $8\frac{1}{2}$, 5,000 feet; 30 houses; inn.

Camping ground.—Good, on plateau.*Supplies.*—Small.

9 CH'IAO-CHIA (HSIEN). 8 m. General direction south, path moderate, narrow, unpaved. Down rocky path, steep in parts, past Yeh-ya-tang at mile $2\frac{1}{2}$, 3,700 feet; down cultivated slopes to 2,300 feet at mile 4; along cultivated slopes level past Shui-nien-ts'un at mile $4\frac{1}{2}$, Lao-ts'un at mile $5\frac{1}{2}$, Pan-pien-kai at mile 6 to Ch'iao-chia T'ing at mile 8, 2,500 feet; inns, small walled town. Head Quarters of a District Magistrate.

Camping ground.—In fields.*Supplies.*—Good.

10 TA-T'ANG-KUAN-YAO. 9 m. General direction west; path fair, narrow, unpaved. Out at west gate down cultivated slopes to Yang-tze river at mile 2, 2,100 feet; cross by ferry to Wa-wu-kai on left bank (200 houses, up long steep slope past Chi-shui-k'ou (3 houses) at mile $4\frac{1}{2}$, 4,100 feet; a hamlet at mile $5\frac{1}{2}$, 5,100 feet, to ridge at mile $6\frac{1}{2}$, 6,000 feet; easy down hill to Ta-t'ang-kuan-yao (30 houses, small inn) at mile 9, 5,300 feet, in small, circular cultivated valley.

Rivers.—At mile 2 cross Yang-tze river 150 yards wide, deep, fast current in bed 250 yards wide, low banks. Six boats at ferry only one to take mules, 7 at a time, or 12 loads, smaller boats, 6 loads.

Camping ground.—In fields.*Supplies.*—Small.

11 FAN-CHO. 7 m. General direction south-west, path moderate, unpaved, narrow. Up shallow stream, crossing 9 times to mile $1\frac{1}{2}$, 5,400 feet, short steep to 6,000 feet at mile $1\frac{1}{2}$; level on spur to mile $2\frac{1}{2}$; up steep to 7,200 feet, at mile $3\frac{1}{2}$; then more gradual past Hsiao-

ROUTE No. 78—*contd.*

liang-shan at mile $3\frac{1}{2}$ on to broad ridge at mile $4\frac{1}{2}$, 8,100 feet; steep descent to small cultivated valley, Fan-cho at mile 7, 6,800 feet; 10 scattered houses, small inn.

Supplies.—Small.

12 TU-KÊ 9 m. 6 f. General direction

124 m. south-west; path fair, unpaved,

narrow. Up over ridge 7,500 feet at mile $1\frac{1}{2}$; down gradually into narrow, cultivated valley; up it past Pan-pien-kai (6 houses) at mile $2\frac{1}{2}$, 6,900 feet; up bottom of valley cultivation 200 yards wide to mile $4\frac{1}{2}$, then keep on hillside; at mile 6 rise gradually to ridge at 8,200 feet, mile 8; down open valley to Tu-kê at mile $9\frac{1}{2}$, 7,900 feet (20 houses) in small level open cultivated valley.

Supplies.—Small.

13 CHIANG-YI-PA. 11 m. 4 f. General direction

135 m. 4 f. west. Path bad in hills. Level in valley to mile $\frac{1}{2}$; up over saddle at mile $1\frac{1}{2}$, 8,500 feet, level on hillside to mile $2\frac{1}{2}$; then amongst downs to mile $3\frac{1}{2}$, dip to 8,300 feet and up steep to mile 4, 8,900 feet; descend, gradually at first to mile $4\frac{1}{2}$; then very steep, bad path on spur to valley at Hsiao-ch'a-ho 5,700 feet, at mile $8\frac{1}{2}$; down valley to junction with larger one at Chê-la at mile $9\frac{1}{2}$ (30 houses); up valley past Ya-k'ou at mile $10\frac{1}{2}$; cross stream at mile $11\frac{1}{2}$ to Chiang-Yi-pa (100 houses, several inns), in small plain, 1 square mile in area; 6 other villages, small official.

Rivers.—At mile $11\frac{1}{2}$ cross large stream, water 30 yards by 2 feet, foot bridge; bed 60 yards wide.

Supplies.—Good.

14 CHIANG-CHOU. 10 m. 4 f. General direction

146 m. west. Path fair, narrow, paved in

parts. Over low saddle, up valley, cultivation 200 yards wide, cross stream at mile $2\frac{1}{2}$. Up valley past Hsiao-kuan-ts'un at mile $3\frac{1}{2}$, recross stream at mile $4\frac{1}{2}$; up past hamlet over low ridge at 6,000 feet at mile 5; down into and up small valley past Liu-shu-wan at mile $5\frac{1}{2}$; short steep rocky ascent to 6,200 feet at mile 6; into and up small cultivated valley and steep on to ridge at Lu-kuei-shan at mile 8, 7,100 feet; down into small cultivated valley Ta-chuan-tzû, 6,200 feet at mile 9; over low ridge to Chiang-chou (200 houses), several inns and shops at mile $10\frac{1}{2}$, 6,000 feet. Small official.

Rivers.—At mile $2\frac{1}{2}$ cross stream 15 yards by 1 foot and also at mile $4\frac{1}{2}$.

ROUTE No. 78—concl'd.

Camping ground.—In fields.*Supplies.*—Good.

15 T'ANG-KUAN- ... 11 m. General direction
YAO. west. Path fair.

157 m.

paved here and

there. Cross several small cultivated valleys and ridges past Wan-t's-un at mile 1; Chi-li-pan at mile 2½; follow up valley past Yu-fang at mile 3½; cross stream at Hsiao-pa (40 houses, inn) at mile 4; over low ridge, 6,300 feet, at mile 4½, down into small cultivated valley and over ridge 6,300 feet at mile 5½ to T'ang-fang at mile 6; over low ridge to Liu-shu-t'ang at mile 7½; up over ridge, 6,500 feet at mile 8½; down gradually to small cultivated valley, cross it at 6,000 feet, mile 10½; over low spur to T'ang-kuan-yao (60 houses, inn) at mile 11, 6,200 feet.

Rivers.—At mile 4, cross rocky stream, little water, by 3 arched bridge 30 yards long.

Camping ground.—In fields.*Supplies.*—Fair.

16 HUI-LI (HSIEN) ... 10 m. General direction
north-west. Path fair, paved in parts.

167 m.

fair, paved in parts.

Over low ridge at mile ½, 6,500 feet; down to Wan-ch'ang at mile 1; 6,300 feet; up cultivated valley along big stream past Li-tzu-yüan at mile 2½; cross branch stream at mile 5½ at Chung-ho-t'ou, 6,000 feet; over low saddle at mile 6, 6,200 feet; join main road from Yün-nan Fu at mile 8½; skirt plain to mile 7½; start across plain, cross stream at mile 8½ to Hui-li at mile 9; camp outside south gate; through town to inns in north suburb at mile 10, 6,300 feet. Large walled town.

Rivers.—At mile 5½, cross stream, water 10 yards by one foot, bed 30 yards.

At mile 8½, cross stream, 10 yards by 2 feet; old bridge broken.

Supplies.—Good.

ROUTE No. 79.

FROM CHAO-TUNG (HSIEN) TO SUI FU ON THE
YANG-TZE (via LAO-WA-T'AN).

Authority.—Lieutenant Watts-Jones, 1899.

Epitome.—The route is one of the most difficult in Yün-nan. North of I-wan-shui it follows the Heng river, which runs through a series of deep gorges, everywhere very steep, sometimes along the river, sometimes at the top of the valley. About half the road consists of ascents and descents often by steps to avoid bad ground, the remaining half being along the river or along a beach, and fairly level. Perhaps the worst bit is from Ta-kuán to Hsin-kai. It is a frequented trade-route—about 70 miles; and ponies each way *per diem*, and about 150 coolies. There are consequently many inns, mostly very small and very bad, and fair supplies of rice, Indian corn, and flour. Coal is burnt throughout the route, and little fire-wood is obtainable. The climate of the district is misty and rainy, and the road, in consequence, almost always greasy. Camping-places such as they are, would be in ploughed fields. The heights are often almost inaccessible. A few good shots, with good rifles and a knowledge of the ground, could delay the passage of a very large force, either up or down for weeks. No turning movements are possible, as the whole country is cut up into a mass of gorges and cliffs. At stage 8 the river route is taken from Lao-wa-t'an, crossing the Ssü-ch'uan frontier at Hsin-chang.

Camping grounds.—Fair except at stages 1, 2, and 4 where the accommodation is limited.

Water.—Good throughout.

Supplies.—Fairly good in the first seven stages.

This is an alternative to the main road for the first 2 stages; it is about 3 or 4 miles longer and rather more hilly. (The main road goes north-east.)

No. of stage
and total
distance.

DETAILS.

No. of stage and total distance.	DETAILS.
1 17 m.	HSIAO-P'U-TZÜ ... 17 m. General direction north. Good mule road: carts used. The road leaves the city by the north gate. The plain here consists of a low bottom in which the stream runs, and a dry upland about 50 feet above it, and the road runs along the slope of this upland. At Li-tzû-yüan, 1½ miles, the road divides, the right-hand branch

ROUTE No. 79—*contd.*

being the main road to Lao-wa-t'an, the left the road to Hsiao-p'u-tzû.

At 6 miles the Chao-t'ung plain is left and a narrow valley entered. The road at first follows the stream, and then rises over a spur and comes down to the stream again. At 8 miles watershed, 7,300 feet. The road now winds down among limestone hills to 12 miles, where a valley comes in from the north-east.

The road crosses this valley, and at 13 miles passes Ching-kan-lin, fair-sized village and good camp. Thence over spurs and across a small plain to Hsiao-p'u-tzû; large village; a fair-sized temple.

Camping ground.—Restricted 6,300 feet.

Supplies.—Good ordinary.

2 I-WAN-SHUI 14 m. 4 f. General direction
north-east. Poor
31 m. 4 f. mule road. The

road follows the right bank of the Hsiao-p'u-tzû river, (40 yards by 2 feet, unfordable except in very dry weather), but leaves it every now and then, where the river runs in small gorges. It is not paved, and the hills are steep and slippery, though short.

At 6½ miles the road leaves the river and ascends up a side valley, passing at 7½ miles Ta-pc-chên, a largish village very conspicuously situated on the top of a small spur. Good camping ground.

The ascent is now steep, partly up a paved road, to 9 miles, 7,500 feet. Thence the road traverses a broken limestone upland, with several small Miao-tzû villages; water rather scarce, otherwise plenty of camping grounds. Many hundreds of sheep about here. The road now descends, gradually at first, and then a very steep descent into a gorge at 12½ miles. Then along a spur on the left bank of the gorge, and a final steep descent to I-wan-shui.

I-wan-shui is a large village in two groups built on the side of a hill. A fair-sized temple.

Camping ground.—Nil.

Water.—Good.

Supplies.—Fair.

3 HSIN-KAI 13 m. 4 f. General direction
north-north-east.

45 m. Paved road passable for mules. Very steep and slippery. Descend to and cross the stream and join the main road.

The road keeps down along the stream, level on the whole, but with several steep pitches to 5 miles, where it crosses a stream and rises gradually along the hillsides to Ta-kuan (Hsien), an extremely dirty walled town of about 400 houses, mostly built

ROUTE No. 79—*contd.*

along one street, in which are many inns. Head Quarters of a District Magistrate. Several large temples. Good supplies and water. No good camping ground. The town is on a shelf about 400 feet above the river. There is a steep descent, by paved steps, north of the town, and beyond this for the rest of the stage, the road goes up and down, and in and out of steep spurs about 400 feet above the river. Hsin-kai is a small village with several small inns.

Rivers.—Ta-kuan Ho at $\frac{1}{2}$ mile; 2-arched stone bridge. Several small streams at $10\frac{1}{4}$ miles, 20 yards wide, crossed by 2-span wooden bridge. Fordable.

Camping ground.—Good.

Water.—Good.

4 TA-KUAN-LAO ... 12 m. The road descends steeply to Man-sa-p'ing, fair-sized village, and then more gradually but still steeply in places to the Ta-kuan Ho, $2\frac{1}{2}$ miles, 2,400 feet, which has received, opposite Hsin-kai, the Hsiao-p'u-tzû stream (*see above*), and is now a fair-sized river with a very strong current and many rapids. Huang-ko-chi, a large village with many inns, and some room to camp, is just on the opposite side, across the bridge. The road now keeps about 150 feet above the stream, and is fairly level to $5\frac{1}{2}$ miles, whence it rises to Ta-wan-tzû, 8 miles. Largish village, on a large ledge in the limestone some 800 feet above the river.

The road now keeps along the ledge, which is about 400 yards wide, gently sloping with cliffs above and below, to Ta-kuan-lao, a large village in several bits, fair-sized temple; several bad inns. From Ta-kuan-lao the gorge below can be seen into for a considerable distance. There is a rather shorter road which descends into the gorge from near Ta-wan-tzû and passes below Ta-kuan-lao; it is used by coolies but is too narrow at present for mules. It is being widened.

About 2 miles south of Ta-wan-tzû a road comes in from Chên-hsiung (Hsein); it follows roughly the course of the large stream, about equal to the Ta-kuan Ho, which comes in here from near Chên-hsiung. It is said to be impassable for mules. There are several ferries over the Ta-kuan Ho in this march.

Rivers.— $2\frac{1}{2}$ miles, Ta-kuan Ho, 50 yards by 4 feet. Strong current. Suspension bridge in 2 spans, 30 feet and 100 feet. If the bridge were broken there is a ferry about 1 mile below the bridge (1 boat) and several lower down.

Camping ground.—Fair.

Water.—Excellent water from a large spring.

ROUTE No. 79—*contd.*

5. HUANG-CHING-PA. ... 10 m. General direction north-east. Payed road, passable for mules. 67 m. The road descends very steeply 900 feet to the river, where a large tributary comes in, and is crossed on a 2-arch stone bridge. The road now follows the river and is level and good, then rises gradually to where it passes under a cliff and actually through a small temple, built against the cliff. Thence a steep descent and more gradual descent to Shih-sé-lao, fortified village with conspicuous watch tower; thence a descent and ascent to Ch'i-li-p'u, 8 miles, a large village with several inns; good water, and fair camping-ground, 400 or 500 feet above the river. The road now descends gradually to the river, and runs along it, the dry weather road passing along the river beach, where there is a good camping ground, to Huang-ching-pa; 1,800 feet; small village on a little piece of flat ground near the river; and a few bad inns. Hui-lung-ch'i, a rather larger village, with a temple and some inns, but with less room to camp, is about a mile further.

Rivers.—A stream from left, arched stone bridge, 2 yards, 15 feet span.

Several.—Small streams.

Supplies.—Ordinary.

6. TOU-SHA-KUAN. ... 12 m. General direction east. Fair mule-road. 79 m. The road runs close to the river, passing Hui-lung-ch'i, a fair-sized village, under a cliff at 1 mile, and Ma-ti-cha, small village at 5 miles. Thence up and down to 10 miles, and a steeper ascent to Tou-sha-kuan, the end of the ascent passing through a gateway, where a cliff from above comes down and joins a cliff which reaches down to the water. On the other side of the stream is a magnificent limestone precipice, 1,000 feet high. Tou-sha-kuan (2,050 feet) is about 350 feet above the river, on a level bench, with a cliff below it. It contains about 300 houses, some large inns, and two large temples.

Rivers.—Several small streams. Crossed by arched bridges.

Camping ground.—In fields.

Supplies.—Good.

Fuel.—Nil.

7. LAO-WA-TAN. ... 12 m. General direction east. Payed road, passable for mules. 91 m. Very trying march. The road on leaving Tou-sha-kuan turns into a side valley and runs up it, crossing the main stream, which issues from a side valley on the left, at 1½ miles. The road now ascends.

ROUTE No. 79—*contd.*

gradually in places, but mostly very steeply, to Li-shan-ting, a collection of tea-houses and a guard-house on the top of the pass 3,950 feet. From Li-shan-ting the road descends very steeply by stone steps for about 1,700 feet, the gradient being steeper than 1 in 4 in places. The pavement is in fair condition and, being mostly sandstone, is not slippery in dry or very wet weather. At the bottom is a small village, Chang-cha-k'ou. The road now runs down the valley, much of it being very rough, to Ma-tien-tzû, 11 miles, where there are several inns where mules can be put up and a large *yamen* where copper is stored. Thence up over a small spur and over the bridge to Lao-wa-t'an. The bridge has chains under the roadway, but is really supported by four large chains above it. The centre passage is quite wide enough for loaded mules, but they are not allowed to cross. The bridge could probably bear one or two loaded mules at once, and could be easily strengthened if wire ropes were available. They would have to be at least 320 feet long.

Lao-wa-t'an consists principally of one long street with over 300 houses and several large temples. The town is under a Hsün-chien.

Rivers.— $1\frac{1}{2}$ miles, stream from left. Crossed by wooden bridge or by fording; 25 yards \times 1 foot. Impassable after heavy rain.

$11\frac{1}{2}$ miles, Hêng river, 80 yards \times 8 feet. Crossed by suspension bridge, 74 yards.

Camping ground.—Small.

Supplies.—Large but paddy, etc., not in any quantity in Lao-wa-t'an itself, as ponies are always kept at Ma-tien-tzû, beyond the river.

RIVER ROUTE.**LAO-WA-TAN TO SUI-FU.**

Boats ply from Lao-wa-t'an to Hsin-t'an (50 miles), then there is a portage of about $\frac{1}{2}$ mile round an impassable rapid, then 3 miles more in a boat, and then a portage of nearly 3 miles round a long stretch of rapids to Chang-o, where boats are again obtainable for the journey to Sui Fu (35 miles). The down-stream journey can be done in 2 days; up-stream in 6 to 10. Moderate flood best for down stream; low water, but not extreme low water, for up. From Lao-wa-t'an to Tan-t'ou is a series of rapids; Tan-t'ou is easier and from Chang-o to Sui Fu is easy. Steamers could, however, never ply on the Hêng river. The boats on the upper river, i.e., Lao-wa-t'an to Hsin-t'an, are big, well built, flat bottom boats, the larger boats being about 50 feet, over all, 10 feet extreme beam

ROUTE No. 79—*contd.*

4 feet 6 inches depth amidships, and with great sheer. They are usually loaded to a 2 feet 6 inches or 3 feet draught and at this carry 20 tons (300 mule-loads). The smaller range down to a boat 24 feet long, carrying 50 loads. There are altogether about 60 to 80 boats in this reach of the river, not counting ferry and fishing boats. The large boats would each easily carry 40 men with their kit besides cargo. Boats cannot ascend beyond Tan-t'ou in extreme high water and with difficulty in very low water, and at all times take a very large number of trackers. There are said to be many wrecks, and the fact that all the boats are fairly new, kept in splendid condition, and well-manned, points to the fact that the navigation is difficult and dangerous. Below Tan-t'ou it is fairly safe. No improvement by blasting rocks, etc., is possible. It would be necessary to employ the local boatmen; men from the Yang-tze would be quite at a loss, as the boats are differently handled. The price is tls. 30 for a large boat from Lao-wa-t'an to Hsin-t'an, and down to tls. 12 for a smaller boat. From Chang-ô to Sui Fu about tls. 6 for a small boat. The $\frac{1}{2}$ mile portage at Hsin-t'an is done by coolies; the 3-mile portage lower by bullocks. Large numbers of both are available.

8	HSIN-T'AN	... 50 m.	General direction
(BY BOAT).			north, 6 to 10 hours
141 m.			down stream, 4 to 7

days up stream; about 20 boats available at Lao-wa-t'an. The river, some 80 yards broad and very deep, runs in a gorge between steep, rough banks, often cliffs. Down to To-wan (left bank) these cliffs are solid limestone, afterwards sandstone is more common. The current is, in moderate floods, 10 miles per hour; 18 miles P'u-êrh-tu, a small town of about 300 houses, on a level piece of ground. About 10 boats available here. Then, after 5 miles between generally sloping banks, the river enters a gorge between low sandstone cliffs. To here the road has followed the right bank of the river, often climbing up or down 100 to 200 feet by means of steps to avoid bad ground, but here it leaves it and goes behind the bluff. 29 miles Tan-t'ou, a large village of about 250 houses; 15 boats available. The river is navigable at all stages of water below Tan-t'ou; the current runs at about 5 miles an hour in moderate flood, and the rapids are less numerous.

At Hsin-chang, 33 miles, Ssû-ch'uan border is passed. The river now winds between high, sandstone hills, often steep to the water. The road leaves the river at Yen-tzû-p'o 36 miles, and follows the right bank to Chang-ô, *via* Fêng-ying-ts'un. Below this the left bank is fairly well cultivated. 50 miles Hsin-t'an on left bank; large village, 300 houses, about 20 boats available, one very large temple and some smaller ones

ROUTE No. 79—concl'd.

Camping ground.—Room for a small camp.

Supplies.—All ordinary supplies.

9	SUI-FU	41 m. 2 f.	General	direction
182 m 2 f.	BY ROAD,	$\frac{1}{4}$ MILE.	north-east,	Down
	„ BOAT,	3 MILES.	stream 8 to 12 hours,	
	„ ROAD,	3 „	including delay at	
	„ BOAT,	35 „	portage, up-stream	

2 to 4 days.

After about $\frac{1}{4}$ mile along a good road take boat again. The boats are small, holding about 6 passengers and $\frac{1}{2}$ to 1 ton cargo each. There are altogether 6 or 7 available.

At 3 miles Mao-tou-shih, it is necessary to take to the land road again. The transport is by pack bullocks, and about 30 are available; also a few good coolies.

Coolies can also be hired at Hsin-t'an for the whole journey.

The road is along the right bank, passing at 5 miles. Ch'iao-kan-t'ang, where the land road from Lao-wa-t'an again comes down to the river. Large village, several temples, and good inns.

6 miles, Chang-ô. Large village, several temples, several booths along the water, and, in the dry weather, good room to camp on the river sands.

Here boats are again available, of the ordinary Yang-tze junk type, up to 60 feet by 10 feet beam, and 4 feet 6 inches deep, and very many smaller boats. About 10 large and 20 smaller generally available.

The river is now by no means so difficult, but has still a good current. At 11 miles Hêng-chiang-ch'ang, a very large village (350 to 400 houses) at the foot of a large fertile valley on the right bank. At 21 miles, opposite An-pien (400 houses) the Hêng river joins the Yang-tze, here some 250 yards wide, but much wider lower down. There are no bad rapids from here to Sui Fu, and generally flat ground on one bank or the other.

ROUTE No. 80.

FROM CHÜ-CHING (HSIEN) TO WEI-NING (HSIEN)
(IN KUEI CHOU).

115 miles.

11 stages.

Authority.—Captain H. R. Davies, April 1899.

Epitome.—A road connecting two important towns, and forming part of one of the communications between Yün-nan Fu and the Yang-tze.

A good evel mule-road passable for mounted troops.

The road ascends the Ch'ü-ching plain, running nearly level amongst cultivation for four stages, and after crossing a range (7,450 feet) in stage 5, again running level for two stages. The road then ascends the summit of a range (7,750 feet) in stage 8 and passing over undulating country for a stage, crosses the watershed (7,100 feet) of the K'o-tu Ho and descends to the river, crossing which by boat ferry in stage 10, the road mounts the other bank (7,700 feet) and reaches Wei-ning.

Camping grounds.—Good at all stages.

Water.—Is scarce during the last stage.

Fodder.—Fair grazing.

Supplies.—Good at stages 1, 5, 6 and 11; small at the others.

No. of stage and total distance.	DETAILS.		
1	CHAN-I (HSIEN).	8 m. 4 f.	General direction north. A level road up the Ch'ü- ching plain. At 3 miles a little higher-lying ground is crossed which forms the boundary between Nan-ning Hsein and Chan-i (Hsien). Numerous villages are passed, and at 5½ miles at Hsin-chiao, a branch of the Ch'ü-ching river is crossed. Chan-I (Hsien) is a walled town of 600 houses. Head quarters of a District Magistrate. Height 6,500 feet Here a road goes east to P'ing-yi Hsien, 37 miles.
8 m. 4 f.			
2	KAN-HAI-TZU	... 11 m.	General direction north by east. Up the plain cross-
19 m. 4 f.			

Rivers.—At 5½ miles branch of the Ch'ü-ching river. Three-arch bridge 30 yards long.

Water.—From wells and from the Ch'ü-ching river.

Supplies.—Large.

ROUTE No. 80—contd.

ing the river at Hê-ch'iao at 1 mile. Thence a very gradual ascent passing Hun-shui-t'ang at $2\frac{1}{4}$ miles and reaching the highest point at $4\frac{1}{4}$ miles at 6,700 feet. Thence slightly down to the Ch'ü-ching river again at Chiu-lung-shan (20 houses) at 5 miles. Thence level passing the town of Sung-lin (250 houses) on the left at $6\frac{1}{2}$ miles. Thence over slightly rising ground, among small, bare hills passing Shih-li-p'u (400 houses) at $10\frac{1}{4}$ miles, here there is no running water to drink in April. Kan-hai-tzu contains 15 houses. Height 6,900 feet.

Rivers.—At 1 mile Ch'ü-ching river; stone bridge 40 yards long. Width of water in April 30 yards.

Camping ground.—Ample.

Fodder.—A little grazing.

Supplies.—Very small.

3 LAN-YEN 11 m. 4 f. General direction

P'U north-east. A

31 m. practically level

road the whole way over high-lying ground among low hills. At 2 miles is Sung-hua-p'u (40 houses); here is a small stream. At $6\frac{1}{2}$ miles Sung-sha-kuan (80 houses); a stream of good water here, one of the sources of the Ch'ü-ching river; in April 2 yards wide and 4 inches deep. Lan-yen-p'u contains 70 houses and 2 temples. Height 7,225 feet.

Water.—Is very good from a pool.

Fodder.—Good grazing after the first showers.

Supplies.—Fair.

4 YUNG-AN-P'U 9 m. 4 f. General direction

north-north-east.

40 m. 4 f.

The road is practically level all the way, leading through small cultivated plateaux among rocky hills. After leaving the Lan-yen-p'u plain T'ai-yao is passed at $2\frac{1}{2}$ miles, and at 4 miles is Yen-fang, a walled village of 120 houses. Water from wells and ponds, and there is a small stream just beyond the village, but it is nearly stagnant in April. From here over a little very gently rising ground near the top of which at $7\frac{1}{2}$ miles two heaps of stones, one on each side of the road, mark the boundary between Chan-i (Hsien) and Hsüan-wei (Hsein). From here down very slightly to Yung-an-p'u (60 houses and temple). Height 7,000 feet.

Water.—From wells and ponds.

Fodder.—Good grazing in April after rain.

Supplies.—Small.

5 PAN-CH'IAO 7 m. 4 f. General direction

north-north-east.

48 m.

From Yung-an-p'u

ROUTE No. 80—*contd.*

there is a little gradual ascent up a bare range, reaching the top at 7,450 feet at 2 miles. From here a gradual descent, reaching the bottom at Hsi-niu-t'ang at $5\frac{1}{2}$ miles. Thence level to Pan-ch'iao, a village of 150 houses at the end of the Hsüan-wei plain. Height 6,700 feet.

Water.—From wells.

Supplies.—Good.

6	HSÜAN-WEI (HSIEN).	... 10 m.	General direction north. A level road down the plain,
---	-----------------------	-----------	---

58 m.
passing Hung-ch'iao-p'u at 5 miles, and Kên-chia-ts'un at 7 miles. Hsüan-wei Chou is a walled town of 800 houses, famous for its cured hams; Headquarters of a District Magistrate. Several temples. Height 6,850 feet.

Supplies.—Good.

7	SHUI-CH'IN	... 12 m.	General direction north-north-east. A practically level
---	------------	-----------	---

70 m.
road along the west edge of the Hsüan-wei plain. At $3\frac{1}{2}$ miles Shih-li-p'u is passed; at 9 miles Lai-ping p'u (here the water is not good in April). Thence leaving the main plain up a narrow valley to Shui-ch'in (15 houses). 7,150 feet.

Water.—Good from two small streams.

Supplies.—Small supplies only, but more can be got from neighbouring villages.

8	T'ANG-T'ANG	... 10 m.	General direction north-north-east. Up over a gap in a
---	-------------	-----------	--

80 m.
spur, passing Shih-ya-k'ou at 1 mile. Round the hill and then a little ascent, reaching the top of the range at $2\frac{1}{2}$ miles (7,550 feet). From here nearly level past T'ung-nan-p'u at 3 miles till at $3\frac{1}{2}$ miles the road descends steeply to a small stream at 4 miles (6,900 feet). From here follow this stream down in a narrow shut-in valley passing Chiu-p'u-tzû (25 houses and temple) at 6 miles (6,650 feet). From here up to a saddle in a spur at $6\frac{3}{4}$ miles (7,100 feet). Thence down a little and follow a small stream down to its junction with another at T'ang-t'ang, a village of 100 houses, with a mud wall, 12 feet high and full of breaches, round it. Height 6,100 feet.

Water.—Good.

Fodder.—Scarcely any grazing in April.

Supplies.—Fair.

9	K'O-TU HO	... 13 m.	General direction north-north-east. Up from T'ang-
---	-----------	-----------	--

93 m.

ROUTE No. 80—*contd.*

t'ang to Lao-wa-lin, at the top of a spur at 2 miles (7,000 feet). Thence nearly level, rising slightly along the hillside to Hsin-t'ien ch'u at 5 miles (7,250 feet). Still up a little till 7,600 feet is reached at 7 miles. Thence gradually down to 7,000 feet at 9 miles. Thence very steeply down, passing Shui-t'ang-p'u at 9½ miles till the bottom is reached at a small stream at 11 miles (6,000 feet). Thence down the small stream to K'o-tu Ho (100 houses). Height 5,550 feet.

Camping ground.—Round village.

Water.—From the K'o-tu Ho.

Supplies.—Small.

10 CHIN-TOU-P'U ... 7 m. General direction
north. Cross the

100 m.

K'o-tu Ho and pass the village of Chiu-ch'êng (60 houses) at 1 mile. Thence very steep up to Chan-p'o (20 houses) at 2½ miles (6,850 feet). From here gradually up to Yang-ch'iao-wan at 4½ miles, reaching the highest point at 4¾ miles (7,650 feet). Thence down a little to a small saddle, on which is the village of T'ang-shang at 5½ miles (7,100 feet). Hence down a narrow valley to Chin-tou-p'u (40 houses and a temple and small inn). Height 7,000 feet.

Rivers.—At starting K'o-tu Ho (30 yards × 2 feet) in a bed 70 yards wide. Rapid current in a rocky bed. Gets very deep in the rains. Fordable in April but is crossed by ferry boat attached to a wire rope stretched across the river. Boat 25 feet long and 5 feet wide, holding 6 mules or 9 mule-loads, or 20 men. Good camping-grounds in K'o-tu Ho village, or on left bank near river, or in Chiu-ch'êng

Camping grounds.—Round village. For troops it is not easy to make a longer march than this, as for several miles beyond water is very scarce in all the villages.

Water.—Good from two small streams.

Supplies.—Small.

11 WEI-NING 14 m. 4 f. General direction
(HSIEN). north. Up the

114 m. 4 f.

valley of a small stream till the head of it is reached at Huo-shao-p'o at 1½ miles (7,300 feet). Thence still up gradually, crossing the head of another small valley till the top is reached at 7,500 feet. Thence gradually down a narrow valley, passing Ta-p'ing-tzū at 4 miles and Kan-hai-tzū at 4¾ miles. Here the valley turns abruptly to the east and the road goes straight on up another little valley, passing Yao-chan (20 houses and temple) at 5½ miles (7,050 feet) and reaching the top of the range at 8¾ miles at 7,700 feet. From here nearly level, through small plateaux and very gradually down to the edge of the

ROUTE No. 80—contd.

Wei-ning lake at 12 miles. Thence round the east end of the lake to Wei-ning, a walled town of 600 houses. Several large temples in the town. Inns in eastern suburb, small and bad. Headquarters of a District Magistrate. Height 7,500 feet.

Water.—From wells outside the town.

Fodder.—Good grazing round the lake.

Supplies.—Fair, but paddy is scarce. Animals fed on maize and beans.

ROUTE No. 81.

FROM WEI-NING (HSIEN) TO TUNG-CH'UAN
(HSIEN).

87 miles.

8 stages.

Authority.—Captain H. R. Davies, April 1899.

Epitome.—A road joining two important towns.

A fair mule road passing over hilly country.

After running level for a stage, the road ascends to the summit of a range (8,600 feet) and after passing over hilly country, crosses the watershed bounding the Niu-lan-chiang (8,150 feet), and descends to the river, which is crossed by boat ferry in stage 5. The road then ascends to the summit of the opposite bank (8,600 feet) and continues over hilly country, making in stage 8 an ascent to the summit of a range (7,500 feet), and descending thence to Tung-ch'uan.

Camping grounds.—Good except at stage 4.

Water.—Good.

Fodder.—Little grazing.

Supplies.—Not obtainable until reaching Tung-ch'uan.

No. of stage and total distance.	DETAILS:
1	SHUANG-LUNG- 10 m. 4 f. General direction at CH'IAO. first west, then south-west. The
10 m. 4 f.	road leaves Wei-ning by the north gate, and goes along the north side of the lake, keeping a little way from it to Ta-ch'iao where the outlet of the lake is crossed at $4\frac{1}{2}$ miles. Here the Chao-t'ung road goes off to the north-west. The road then goes over undulating country with clumps of fir trees, passing Ch'ien-ying at 9 miles. Here is camping-room and a stream 1 yard wide. Thence over a very low spur to Shuang-lung-ch'iao (20 houses). Height 7,225 feet.
	<i>Rivers.</i> —At $4\frac{1}{2}$ miles outlet of Wei-ning lake, crossed by stone bridge and causeway 300 yards long.
	<i>Camping ground.</i> —Ample.
	<i>Water.</i> —From a stream 2 yards wide.
	<i>Fodder.</i> —Good grazing.
	<i>Supplies.</i> —Very small.
2	HO-PA 12 m. 4 f. General direction west-south-west.
23 m.	Ascend gradually
with bits of level-going to T'o-cho at $3\frac{1}{2}$ miles.	Thence a steep bit

ROUTE No. 81—contd.

up to the top of the range at $4\frac{1}{2}$ miles (8,350 feet). Thence nearly level but rising gradually over a plateau country passing T'ang-shan at $4\frac{1}{2}$ miles till 8,600 feet is reached just beyond the Lo-lo village of An-chia-yüan. Thence a very gradual descent down a spur to Ho-pa. The Lo-lo village of Ho-pa (8 houses and temple) is reached at 12 miles and the Chinese village (3 houses and a few more scattered about) at $12\frac{1}{2}$ miles. A cultivated valley 200 yards wide here. Height 7,300 feet.

Camping ground.—Ample.

Water.—From stream 2 yards wide.

Fodder.—Scarcely any grazing in April.

Supplies.—Very small.

3	NO-CHO	...	11 m.	General	direction
				south-west.	Up a
34 m.					narrow valley in the

bed of a stream 2 yards wide to Chu-lo (6 houses) at 3 miles. Here turn off west up a little tributary of this stream. At $3\frac{3}{4}$ miles cross into the valley of another little stream which soon turns off westward. The road then at $4\frac{3}{4}$ miles goes down steeply in a narrow gorge following the bed of a stream 1 yard wide, passing Ch'ing-moti at 6 miles (6,925 feet) and keeping on down the stony bed of the stream till at Ch'a-ho at 10 miles another stream joins it from the left. The road goes on down the combined streams to No-cho (7 houses). Height 6,400 feet.

Camping ground.—Ample.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Very small, only maize.

4	HO-K'OU	...	12 m.	General	direction
				west-south-west.	Up steeply reach-
46 m.					ing 7,530 feet at 1 mile and 8,000 feet at 2 miles. Hence more level

till at 4 miles (8,150 feet) there is a little dip into a very small valley with no outlet to its water, in which the village of Hè-cho is passed at $4\frac{1}{2}$ miles. From here up a little out of the valley to 8,050 feet at $5\frac{1}{2}$ miles. Hence down the side of a narrow valley with a deep precipitous nullah on the left till at $7\frac{1}{2}$ miles (7,000 feet) the road turns to the north and goes very steeply down by a zig-zag path, reaching the bottom at Ch'iao-hsi-ho at 8 miles (6,000 feet) 8 houses and temple. From here follow down the stony bed of the Ch'iao-hsi Ho which is 100 yards wide, though the depth of the water is only 2 or 3 yards. Ho-k'ou (8 houses) is where this stream joins the Niu-lan Chiang. Height 5,400 feet.

Camping ground.—Very little room to camp except in the bed of the stream.

ROUTE No. 81—*contd.**Fodder.*—A little grazing.*Supplies.*—Very small.

5 KUNG-SHAN ... 7 m. General direction

53 m.

west. south. west.
Down the right

bank of the Niu-lan Chiang rising 200 feet on to the hillside and descending again to the river and crossing it by ferry at San-tao-kuai at $1\frac{1}{2}$ miles (10 houses) 6,400 feet. From there steeply up the side of a valley, reaching Pao-ku-shan (6,600 feet) at $2\frac{1}{2}$ miles. Thence still steeper till 7,300 feet is reached at $3\frac{1}{2}$ miles. The road then goes round the head of a valley, but still very steep, reaching Ta-shui-ching (7 houses) at 5 miles (8,300 feet). Thence more gradually up till the top of the range is reached at 8,600 feet at 6 miles. Thence a little descent to King-shan (150 houses and 4 temples). Height 8,425 feet.

Rivers.—At $1\frac{1}{2}$ miles Niu-lan Chiang, 40 yards wide, 10 feet deep. Strong current, muddy water. Cross by boat 40 feet long and 6 feet wide taking 8 mules or 12 mule-loads, or 25 men.

Water.—From a small stream which runs into a tank in a temple 600 yards above the town.

Supplies.—Fairly good.

6 TA-CH'IAO 14 m. 4 f. General direction

67 m. 4 f.

south-west. Very
gradually down the

narrow valley of a nearly dry nullah, passing two or three small villages, till at Ma-sa-k'a, at $7\frac{1}{2}$ miles, the road reaches the Chê-hai plain at 7,000 feet. From here level across the plain, passing Fan-chia-ts'un at 9 miles, Liu-shu-ts'un at 10 miles and Shih-t'ou-ho at 13 miles. Ta-ch'ia-o contains 25 houses and 2 temples. Height 7,000 feet.

Water.—From wells and a stream.*Fodder.*—Fairly good grazing.*Supplies.*—Small.

7 K'A-LA-CH'IN 9 m. 4 f. General direction

77 m.

west. south. west.

Up a narrow valley by a very gradual slope, reaching the top at 7,325 feet at Ch'in-k'ou-t'ang at $3\frac{1}{2}$ miles. Thence down gradually till the bottom is reached at P'o-chio at $6\frac{1}{2}$ miles (6,650 feet). From here across small stream, a tributary of the Niu-lan Chiang (5 yards wide and 6 inches deep), passing San-tao-kou at 7 miles (25 houses), and Cho-lo-k'an at $8\frac{1}{2}$ miles. K'a-la-ch'in is a straggling village of 20 houses. Height 7,000 feet.

Camping grounds.—Fairly good.

ROUTE No. 81—contd.

Water.—Good.**Fodder.**—Fair grazing.**Supplies.**—Small.

8

TUNG-CH'UAN ...
(HSIEN).

10 m.

General direction
west-south-west.

87 m.

At first level up a branch of the same stream as in previous stage till at $1\frac{1}{2}$ miles the road leaves the stream and ascends to the watershed of the Niu-lan Chiang and I-li Ho at 3 miles (7,500 feet). Thence very gradually down a small tributary of the I-li Ho, reaching the Tung-ch'uan plain at Cha-shang at 5 miles. Thence down the plain, passing several villages, to Tung-ch'uan, a walled town, containing 1,000 houses, including the suburbs. Height 7,250 feet.

Water.—From wells and a stream close by.**Fodder.**—Fair grazing at the foot of the hills.**Supplies.**—Large.

ROUTE No. 82.

FROM WEI-NING (HSIEN) TO CHAO-T'UNG
(HSIEN).

56 miles.

4 stages.

Authority.—Lieutenant Watts-Jones, May 1899.

Epitome.—A road joining two important towns.

A very good mule-road, and practicable for wheel transport, though somewhat difficult in stage 2. Passable by mounted troops.

The road passes with easy gradients over well-cultivated undulating uplands. A steep range (8,180 feet), is crossed in stage 2.

Camping ground.—Good.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Fair.

No. of stage
and total
distance.

DETAILS.

No. of stage and total distance.	DETAILS.
1	CHIN-CHIA-T'UN 11 m. General direction west- north- west. Good and level road, carts used. The road leaves Wei-ning by the north gate and proceeds due west over rolling ground, keeping about $\frac{1}{2}$ mile away from the lake.

At 5 miles the outlet of the lake is crossed and the road branches, the south-west branch going to Tung-ch'uan and north-west to Chao-t'ung. The road now rises over a low hill and descends to Pao-chia-ch'iao, 8 miles, small village, fair camping ground; and thence over another low hill, up a valley among a confused mass of low limestone hills, and over another low pass to Chin-chia-t'un, a large village in a plain about 3 miles by $1\frac{1}{2}$.

Rivers.—Five miles, outlet of Wei-ning lake, 60 yards \times 3 feet, by causeway containing 2 bridges of 2 spans each 5 feet; 8 miles, stream 5 yards \times 6 inches by ford.

Camping ground.—Good.

Water.—Good.

Supplies.—Good supplies of Indian corn, buckwheat, flour, potatoes, sheep.

2	KUAN-FEN-KAI 12 m. 4 f. General direction north-west. Good mule-road. The
23 m. 4 f.	

ROUTE No. 82—*contd.*

road runs up the valley between high mountains to the south and lower limestone hills to the north, and then ascends along the hillside to Niu-kai, 4 miles, 5 or 6 huts, good camp but little water; no supplies.

From here a deep valley runs south-west, which eventually reaches the Niu-lan Chiang. The road now continues to ascend gradually among knobby limestone hills to the watershed, 6 miles, 8,180 feet. A very good view west is obtained from here, and the ground on the opposite side of the valley well commanded, the ground on the near side not so well. It would form a good position for resisting or delaying an advance from the west, as it would be difficult to turn.

From here a steep descent of rather over a mile to a small stream running north, 7,030 feet, and an ascent of about $\frac{1}{2}$ mile, to Tê-êrh-shan-p'o, 7,600 feet, 8 miles. This is the regular stage from Weining, large village; good ordinary supplies, except rice, sheep obtainable; good camp; small quantity of water but stream $\frac{1}{2}$ mile further on. There is a Hsün-kuan at Tê-êrh-shan-p'o. Thence over rolling uplands to Kuan-fên-kai, small scattered village.

Camping ground.—Fair.

Water.—Plentiful beyond village.

Supplies.—Small supplies of Indian-corn, flour, sheep; fair grazing.

3 LIANG-SHUI. ... 17 m. General direction
CHING. north-west. Good
40 m. 4 f. and level road, carts
used. The road is practically a water-shed road throughout and very good, not paved, and even in wet weather fair. The road ascends gradually to a small village, 2 miles, 8,030 feet, on the brow of the hill, *where there is a good place to camp, but only water for a small force (from a spring), and then on along the north edge of the uplands and then down along watershed, past coal workings, to Li-chia-lin, 6 $\frac{1}{2}$ miles, 7,600 feet. Fair sized village. Good camp and usual supplies, but small water-supply; still down, over rolling country, to Yeh-ma-hai-tzu. 7,200 feet, 9 miles, and Ta-chai, 11 miles. Small village, fair camping ground, and good water. Thence over 6 miles rolling, well-cultivated country, passing Shang-hsin, to Liang-shui-ching, a largish village surrounded by orchards.

A Hsün-kuan at Liang-shui-ching.

Camping ground.—Good camping ground above village.

Water.—Plentiful.

* Good position near here, commanding all the rolling ground about Tê-êrh-shan-p'o perfectly, but does not command the near slopes well.

ROUTE No. 82—*contd.*

Supplies.—Fair supplies of Indian-corn, flour, etc.

4 CHAO-T'UNG 15 m. 4 f. General direction
(HSIEN). north-west. Good
56 m. mule-road, carts
used. The road runs for 1 mile up the Liang-shui-ching valley and then crosses the pass 6,900 feet, at the head of it (very good position here for delaying an advance from Chao-t'ung; could eventually be turned by Wang-chia and mountains to the east), and descends down a spur to the T'ao-tien plain, 5,980 feet formed by the meeting of two fordable streams which flow into a gorge and go down to join the Niu-lan. T'ao-tien-pa, good sized village under a Hsün-kuan; good supplies, rice, etc., fair camping ground and abundant water on the west side of the first of these streams on the main road, near Ma-chai-yü-an-tzü, a large village and good camp about $\frac{1}{4}$ mile south-west of the road where it crosses the second. After crossing the second and larger stream the road crosses another spur and runs up a small valley, and then up a spur from 6 miles to Hsiao-p'u-tzü, 8 miles, 6,660 feet; fair camping grounds near village, but water must be fetched from about $\frac{1}{4}$ mile off, in the valley. The road is now across the Chao-t'ung plain, which is undulating and mostly grows Indian-corn and millet, as rain crops, i.e. rice, wheat, etc., are only grown in the lower hollows of the plain. Many small villages are passed of which the principal are Hsi-ching-wa at 10 miles, and Chung-chia-ts'un at 12 miles. Chao-t'ung is a walled city about 1 mile square and with extensive suburbs. A large temple outside south-east corner of the city and several inside give good accommodation.

Camping ground.—Excellent on high ground with turf just north of the city.

Fodder.—There is fair grazing throughout the year.

Supplies.—Very large, and probably 4 to 500 mules and ponies could be procured. Rice and paddy are not obtainable in large quantities, paddy generally not at all. Indian-corn, millet, potatoes, and sheep obtainable in very large quantities, and a fair supply of flour and oats.

The road is regularly done in 3 stages, viz.:—

Tê-êrh-shan-p'o 19 miles, Liang-shui-ching 21 $\frac{1}{2}$ miles, Chao-t'ung 15 $\frac{1}{2}$ miles, and the road being good, wide and very fairly level, these stages could be done, and fair accommodation would be found at these villages. The country generally consists of well cultivated, rolling uplands, mostly lying fallow in the cold weather and growing Indian-corn and millet in the rains.

ROUTE No. 83.

FROM WEI-NING (HSIEN) TO CHIANG-AN (HSIEN)
(ON THE YANG-TZE).

About 174 miles.

18 stages.

Authority.—Lieutenant G. Hunter, May 1899.

Epitome.—A fair mule-road.

The road follows the main watershed of the Yang-tze and runs through a succession of steep limestone ranges, through a scantily populated district. From stage 13, the road crosses from the Nankuang into the An-ning valley, and then follows the latter to Chiang-an. This country is much easier than before and after stage 16, route lies among low sandstone hills the whole way to the Yang-tze. The district is fairly rich and the lower part of the An-ning valley is very thickly cultivated.

No details as to camping-grounds, etc., available.

No. of stage and total distance.	DETAILS.		
1 8 m.	YAO-CHAN ...	8 m.	General direction north. north. east. The road crosses the Weining plain to the village.
2 21 m.	WA-TIEN ...	13 m.	General direction north. north. east. Crossing the water- shed of the Ch'i-hsing river at the Ssü-p'u pass (8,085 feet) the road descends 1,750 feet, in six miles, when the valley of the Ch'i-hsing Ho is reached and the road passes through Hun-shui-t'ang to camp.
3 33 m.	HE-CHANG ...	12 m.	General direction east by north. The road descends the valley of the Ch'i-hsing Ho, through bare, barren, limestone country.
4 42 m.	YEH-MA-CH'UAN ...	9 m.	General direction east. The road crosses a spur and descends past Chi-chia-wan through poppy cultivation to Yeh-ma-ch'uan, crossing a small tributary flowing through deep gorges.

ROUTE No. 83—*contd.*

5 CH'I-HSING-KUAN 9 m. General direction east-north-east. The road descends the valley to the Ch'i-hsing Ho, which is crossed by a wooden girder bridge, and the village is reached on the left bank.

The Ch'i-hsing Ho is 35 yards wide, 4 to 6 feet deep, flowing through limestone gorges.

6 FANG-CHU-CH'ANG. ... 8 m. General direction north by east. The road, which is a mere cattle track, unpaved most of the way, leaves the main road to Pi-chieh Hsien about $\frac{1}{2}$ mile east of camp and crossing a stream ascends a spur on the right bank, steeply in places. Thence it keeps along the western slopes of the range with easy gradients, passing through patches of pine forest and scrub jungle to Fang-chu-ch'ang, a village of 40 houses, situated in poppy fields in a small well-cultivated side valley. Height 5,850 feet.

7 CHEN-HSIUNG (HSIEN). 16 m. 4 f. General direction north by east. Crossing the hill east of the village the road makes a steep descent of 400 feet into the valley and a still steeper ascent up the range on the north side to the summit (6,500 feet). The road then keeps along the north side of the range over steep, rocky slopes covered with scrub jungle and a few patches of cultivation. After running for 3 miles, the road descends steeply for nearly 1,200 feet, by a paved road to the Ma-pu Ho, a tributary of the Ch'i-hsin Ho, and crossing to the right bank strikes up the Ping-pa Ho valley, continually crossing and recrossing the Ping-pa Ho, which runs between steep, irregular banks with short lengths of cliffs. Passing Ping-pa (30 houses) the valley widens out to about 250 yards, and for $1\frac{1}{2}$ miles the road runs through poppy cultivation, and then, leaving the valley, ascends over fairly easy rolling slopes, covered with cultivation to Chên-hsiung which lies in a semi-circular valley, draining into the Ping-pa Ho.

Chên-hsiung is a walled city of about 2,000 houses.

Headquarters of a District Magistrate.

Rivers.—The Ma-pu Ho is 18 yards wide, $2\frac{1}{2}$ feet deep, flowing between steep rocky banks.

The Ping-pa Ho is 15 yards wide and 1 to 2 feet deep in May.

8 PAN-CH'IAO ... 5 m. General direction north by east. The road leaves the valley and crossing a pass (6,800 feet), descends 1,600 feet very steeply into the Pan-ch'iao valley, which is fairly wide, and bounded

ROUTE No. 83—*contd.*

by rolling hills, varied by bare cliffs. Pan-ch'iao contains 30 houses and a few inns. Height 5,200 feet.

The Pan-ch'iao Ho at the village is 20 yards wide, and 2 feet deep in May. It winds about among irregular banks, covered with terraced cultivation.

9 KŪ-MANG-PU ... 8 m. General direction north by east. Crossing the Panch'iao Ho below the village by a stone arched bridge, the road follows the stream for 1½ miles, and then, after several precipitous ascents and descents, reaches a plateau, 2 miles long, covered with rolling grass, upon which stands Kuan-k'ou. The road descends a small stream, through cultivation, to Ku-mang-p'u, standing at the north edge of the plateau. The village contains 50 houses.

10 YÜ-HSI-HO ... 8 m. 4 f. General direction north. The road enters a precipitous broken, limestone country and passing T'ang-ai, keeps along the crest of a succession of blind valleys, crossing a series of precipitous, small ridges. The hillsides are steep and covered with cultivation in patches. Passing Liang-lü-k'ou (30 houses) the road makes a steep descent of 700 feet into the Yü-hsi-Ho valley, a branch of the Yung-ning river. The valley is about 300 yards wide at the bottom, with steep, rocky sides. Yü-hsi-Ho contains about 50 houses.

Supplies.—There is a certain amount of vegetables obtainable. Coal is also mined in the vicinity.

11 KUO-LO-PA ... 7 m. General direction north. Beyond the village the road again crosses the watershed and descends the western slopes, steeply in places, towards the Nan-kuang river. The country is broken, bare and precipitous and scantily populated. The road finally descends 900 feet steeply in 1½ miles to the Kuo-lo-pa Ho through thick woods. Crossing the stream by a stone-arched bridge, the road reaches the village, which contains 50 well-built houses, surrounded by rice cultivation.

12 WANG-CHIA-CH'ANG. ... 9 m. General direction north. Cutting across a bend in the Kuo-lo-pa Ho, the road which is paved ascends for 1,200 feet and then descending again, meets the stream at Huang-shui-ho (40 houses). The hillsides, though rocky and steep, are now thickly covered with vegetation. The road ascends the valley of a small tributary, and then makes a precipitous descent of 2,000 feet

ROUTE No. 83—*contd.*

(1,600 feet in one mile alone) by a paved road to Wang-chia-ch'ang, a village of 250 houses, situated on a tributary of the Hei-shui Ho amidst rice and poppy cultivation.

13. **LO-HSING-TU** ... 8 m. 2 f. General direction north. The road ascends for $1\frac{1}{2}$ miles steeply, over wooded country, cultivated in patches, and after an ascent of 1,300 feet reaches a broad valley, highly cultivated. Descending the right bank, the road reaches Lo-piao, a large village of 300 houses surrounded by cultivation. It continues to wind down the valley, continually crossing and recrossing the stream, until it reaches Lo-hsing-tu, a village of 300 houses, situated on the left bank of the Hei-shui Ho, a tributary of the Nan-kuang Ho.

There is a ferry at Lo-hsing-tu. The river is here 50 yards wide, and 3 feet deep, and is navigable for light draught boats from here to the Nan-kuang Ho and thence to the Yang-tze.

14. **TI-TUNG-P'U** ... 8 m. General direction north. The road, which is badly paved, after crossing the river, descends the right bank to Shang-lu (100 houses) surrounded by highly-cultivated fields. Passing through the village, the road leaves the river and ascends a rocky side valley, steeply for $1\frac{1}{2}$ miles to Ta-wei (6 houses). Continuing up the left bank of the valley, the road ascends steeply for $\frac{1}{2}$ mile to the watershed between the An-ning Ho and the Nan-kuang Ho, which is reached at Nan-kao village (6 houses and an inn). Thence the road descends 1,700 feet, easily at first and then very steeply, by a paved road to Ti-tung-p'u, a village of 80 houses, situated on the An-ning Ho or Yang-shui-chi Ho.

At the village the An-ning Ho is 35 yards wide and 1 foot deep in May, the bed being filled with boulders.

Supplies.—Vegetables can be obtained in fair quantities. Coal is mined and bricks and tiles manufactured in the vicinity of the village.

15. **KUNG HSIEN** ... 7 m. General direction north by west. The road follows the An-ning Ho the whole way, making occasional small ascents and descents to avoid cliffs and bends in the river. For the first two miles as far as Yang-shui-chi, the river winds considerably, generally between very steep banks, which close in occasionally to short lengths of gorges with precipitous sides. There is little cultivation along the river, the slopes being too steep. Yang-shui-chi consists of two wayside inns only, and below the village

ROUTE No. 83—*contd.*

the river cuts through a deep gorge about 4 miles in length, the slopes being thickly wooded with fir trees. Passing a few small villages of half a dozen houses, the road reaches Kung Hsien, a small walled city of about 200 houses, situated in the middle of a small open valley, covered with cultivation. The city and district are poor, the cultivation being small on account of the poor soil and scanty population. Coal is exported in small quantities to the Yang-tze. Kung Hsien is the headquarters of a District Magistrate.

16 CH'ANG-NING... 8 m. 2 f. General direction east.
(HSIEN). The road leaves the river and ascends up a side valley, to the watershed, an ascent of 750 feet in 3 miles. For the first two miles the hills are very steep and cultivation is scarce, the last mile to the crest is much easier, being laid out in terraced cultivation with small patches of forest and bamboos. Ta-wa-k'ou is passed on the crest and the road makes a steep descent of 800 feet over cultivated slopes to Ch'ang-ning Hsien, a walled town of 400 houses, situated on a tributary of the An-ning Ho, at the bottom of a broad, flat valley, nearly all under rice cultivation. The city has a prosperous air and seems unusually clean. It is the headquarters of a District Magistrate. Coal is mined in the neighbourhood and exported to the Yang-tze.

17 AN-NING-CH'IAO... 14 m. General direction north. The road follows the left bank of the small stream, between low, rounded sandstone hills, to its junction with the An-ning Ho at the village of Hou-chiang-ho (40 houses), which lies among cultivated terraces. This point is generally considered the highest navigable limit of the An-ning Ho, though in summer light boats can ascend about 5 miles higher to Tung-ti. The depth of the river at Hou-chiang-ho is about 3 feet. There are generally 10 to 20 boats here, size 60 feet long, 6 feet beam and 2 feet draught. At low water boats seldom go higher than An-ning-ch'iao owing to rapids.

From Hou-chiang-ho the road follows the river to Chiang-an, only leaving it to cut off numerous bends, as the river is very winding.

The road reaches Shan-ch'a-k'ou, crossing a tributary stream 50 yards wide and 2 feet deep in May. It then enters a gorge for $1\frac{1}{2}$ miles, after which the hills on the right bank recede, leaving a stretch of flat cultivation. Crossing the river to the left bank at Hsiang-kuang-ling by ferry, the road leaves the river for a short distance to avoid a succession of bends. Hsiang-kung-ling

ROUTE No. 83—*contd.*

contains 200 houses and several good shops. Fair supplies. The river now runs between banks, sometimes rocky slopes and sometimes lengths of easy terraced slopes, and the stream contains numerous rapids, varied by flats and shallows.

An-ning-ch'iao is a village of about 1,000 houses in the Ch'ang-ning Hsien district. About 40 boats ply upstream with salt, and 120 trade with Chiang-an downstream. The An-ning Ho is here about 100 yards wide, and is said to rise 20 feet at highest flood.

18 CHIANG-AN ... 15 m. 4 f. General direction north
(HSIEN). by east. The road
174 m. continues down the
left bank of the stream which flows between banks of low,
broken sandstone hills interspersed with flat lengths of cul-
tivation.

The road passes through the villages of Kou-pê-sê and Kuo-chia Ho, and below the latter the river banks slope down more easily. The whole of the valley is covered with clumps of bamboos, for which it is widely celebrated. Crossing the river below Kuo-chia Ho, the road skirts the right bank of the An-ning Ho to its junction with the Yang-tze, where is situated the town of Chiang-an Hsien Headquarters of a District Magistrate.

The town is walled and contains about 10,000 inhabitants.

About 120 boats ply up the An-ning Ho. They are 60 feet long, 6 feet beam and draw 2 feet. They have a carrying capacity of about $1\frac{1}{2}$ tons going upstream, and about $2\frac{1}{2}$ tons coming down.

ROUTE No. 84.

FROM WEI-NING (HSIEN) TO NA-CH'I (HSIEN) ON
THE YANG-TZE.

213 miles.

18 stages.

Authority.—Mr. Bourne, January 1885.

Epitome.—This route runs entirely in Kuei-chou and Ssü-ch'uan, but as it is part of a route from Yün-nan Fu to the Yang-tze, it is here given.

A good mule-road.

The road follows Route 83 for the first 5 stages, when it branches east and crossing a watershed, descends to the Pi-chieh Ho. It then crosses hilly country and descends in stage 13 to the valley of the Yung-ning Ho, which it follows to its junction with the Yang-tze.

No details available as to camping-grounds, etc.

Probably fair supplies at stages 7, 10, and from 13 onwards.

No. of stage and total distance.	DETAILS.	
1 8 m.	YAO-CHAN ... 8 m.	
2 21 m.	WA-TIEN ... 13 m.	
3 33 m.	HE-CHANG ... 12 m.	} See Route 83; stages 1 to 5.
4 42 m.	YEH-MA-CH'UAN 9 m.	
5 51 m.	CH'I-HSING-KUAN 9 m.	
6 61 m.	KAO SHAN-P'U 10 m.	General direction east- north-east.

ROUTE No. 84—*contd.*

- Y**

ROUTE No. 84—*contd.*

road to Mu-ni-ch'ang, a small village situated at the bottom of a narrow valley.

12 SHUANG-CHING 14 m. ? General direction
north by west. The
139 m. road runs through
a bare limestone district passing Hei-ni-hsiao, and ascends past
Chan-ti to the head of a pass, whence it descends over steep slopes
to Shuang-ching.

13 YUNG-NING HSIEN 16 m. General direction
north-west. The
155 m. road descends
steeply at first to the Yung-ning Ho and, passing through Ti-shui,
skirts the stream to the town.

The town is situated on the left bank of the Yung-ning Ho,
is walled and contains about 3,500 inhabitants. On the right
bank, opposite, is the town of Hsü-yung (Hsien), consisting of
about 3,000 houses, of mud, faced with brick and with tiled roofs.
There are the headquarters of 2 District Magistrates. The two
towns are connected by two stone bridges.

14 Hsing-LUNG- 12 m. General direction
CH'ANG. north. The road
167 m. follows the left bank
of the Yung-ning Ho for $7\frac{1}{2}$ miles as far as Lao-chün-i,
where it leaves the river and passes over a succession of low, round
sandstone knolls, much intersected with *nalas* to Hsing-lung-
ch'ang.

15 CHIANG-MEN ... 13 m. General direction
north. The road
180 m. descends again to the
left bank of the Yung-ning Ho, near the village of Ma-ling,
and three miles beyond crosses the Lu-wei Ho, about a mile
from its mouth on an eight-arched stone bridge. It then
proceeds to Chiang-mên, crossing another small tributary just
outside the village by a three-arched stone bridge.

16 TA-CHOU-YI ... 12 m. General direction
north. The road
192 m. continues down the
left bank, past Shang-ma-chang to the village

17 CHÜ-PA-YI ... 12 m. General direction
north by east.
204 m. The road continues to
skirt the left bank of the stream, which is bounded by irregular

ROUTE No. 84—*contd.*

sandstone cliffs, thickly wooded with fir and bamboo, and interspersed with cultivation.

18 NA-CH'I HSIEN ... 9 m. General direction
north by east.

213 m. From the village the road leaves the river and crosses a range of hills 1,500 feet high by a paved road. It then descends to En-fu-ch'ang where the river is crossed by a stone bridge, to the town of Na-ch'i, situated on the right bank of the Yang-tze.

Na-ch'i is a walled city containing about 1,000 houses. It is the Headquarters of a District Magistrate. The inhabitants are chiefly traders on the river, coolies and agriculturists. The city is very poor. En-fu-ch'ang on the left bank of the Yung-ning Ho is the market town and contains about 2,000 houses. There are said to be two coal mines 3 miles west of Na-ch'i on the Yang-tze. A few undersized ponies and a fair number of coolies are obtainable. The Yung-ning river at its mouth is nearly 1,000 yards wide, and from 6 to 9 feet deep for the last ten miles of its course.

The river is navigable for boats of 3 feet draught to Yung-ning (distance 80 miles), and at high water they can proceed about 5 miles higher to the village of Liang-ko-hao. The navigation at low water is extremely difficult owing to the numerous rapids and rocks which obstruct the stream.

There are about 250 boats plying on the river. They are 60 feet to 70 feet long, 10 feet beam, and carry between $1\frac{1}{2}$ and 2 tons of cargo. When loaded their draught is about 3 feet.

Eleven miles below Na-ch'i on the left bank of the Yang-tze is the important town of Lu-chou (30,000 inhabitants). The main road from Na-ch'i crosses the Yang-tze, which is here 400 yards wide, by a ferry at Nan-tien-pa.

ROUTE No. 85.

FROM YÜN-NAN FU TO HSING-I (HSIEN), (IN KWEI-CHOU).

About 144 miles.

13 stages.

Authority.—Mr. Bourne, 1896.

Epitome.—A road from the capital to the busy market town of Hsing-i (in Kwei-chou).

A good mule-road throughout.

The road follows the main road to Lu-liang for the first six stages, and then continues east, ascending the watershed of the Hung-shui Ho (7,300 feet) and crossing the river by boat ferry in stage 11.

No details available after stage 6, but supplies are probably obtainable in good quantities at stages 9 and 13.

No. of stage and total distance.	DETAILS.	
1	SHUI-HAI-TZŮ ...	11 m.
11 m.		
2	T'ANG-CH'IH ...	13 m. 4 f.
24 m. 4 f.		
3	I-LIANG HSIEN ...	9 m.
33 m. 4 f.		
4	TA-SHAO ...	10 m.
43 m. 4 f.		
5	T'IENT-SHENG- KUAN.	9 m.
52 m. 4 f.		
6	A-YU-P'U	8 m.
60 m. 4 f		

See Route '76; stages
1 to 6.

ROUTE No. 85—*contd.*

7	MA-KAI	10 m. 4 f. ?	General direction east.
71 m.			
8	SHIH-TSUNG (HSIEN).	15 m. ?	From Ma-kai an ascent of 1,000 feet is made on to a broken plateau or succession of small hills. Shih-tsung is a poor town with little trade. Headquarters of a District Magistrate. Height 6,300 feet. Water is probably scarce <i>en route</i> in this stage.
86 m.			
9	LO-P'ING (HSIEN)	14 m. ?	Descend to the valley of a small tributary of the Hung-shui Ho, which is here about 10 yards wide. Height of Lo-p'ing 4,915 feet. Headquarters of a District Magistrate.
100 m.			
10	PAN-CH'IAO	10 m. ?	A small village in the valley. Height 4,800 feet.
110 m.			
11	CHIANG-TI	14 m. ?	A very steep descent to the Hung-shui Ho, which is here 40 yards wide, running in a bed 100 yards in breadth. There are rapids every few hundred yards, and the stream is not navigable. It is crossed by boat ferry to Chiang-ti, a village on the left bank, Height 4,200 feet.
124 m.			
12	?	10 m.	The road ascends 1,120 feet to the summit of the range bordering the left bank of the Hung-shui Ho, and then descends.
134 m.			
13	HSING-I (HSIEN)	10 m.	Hsing-i (height 4,320 feet) is a busy market town situated in a fertile, well-irrigated valley, chiefly peopled by immigrants from Ssü-ch'uan and Kiang-si.
144 m.			

Roads go south-east to Po-sê,—12 caravan stages, and north-east to Kuei-yang—12 stages, *via* An-shun (Hsien)—9 stages.

ROUTE No. 86.

FROM CHING-TUNG (HSIEN) TO WO-CHIA.

45½ miles.

4 stages.

Authority.—Captain L. D. Fraser, February 1900.*Epitome.*—A good mule-road for 3½ stages after which it runs through a narrow defile and is commanded on both sides, the road being very narrow and rough in places. It is, however, passable for mules.

The Pa-pien Ho is crossed in stage 1 and the road then crosses bare, hilly country, descending in stage 2 to a small valley which it descends. The valley gradually narrows, and in stage 4 the road runs along the hillside of a narrow gorge to the town.

Camping grounds.—Good.*Water.*—Good.*Supplies.*—Fair, at stage 3 none.

No. of stage and total distance.	DETAILS.
1	P'AN-CHA-CHANG 11 m. General direction south-east by south. Good mule-road.
11 m.	Following the main paved road to P'u-êrh the road skirts the right bank of the Pa-pien Ho through paddy-fields and fallow land. At 4¼ miles, the road ascends a low saddle, on the summit of which is a prominent white pagoda, and descends easily to the Ts'ung-liang Ho, and at the village of that name, ¼ mile beyond, crosses the Pa-pien Ho and runs through the paddy-fields on the left bank, passing through Liang-cha-hsin at 8¾ miles and Tang-sao at 9½ miles, when it runs level to the camp, which is situated at the foot of the hills bordering the plain.

Rivers.—The Ts'ung-liang Ho is 12 yards wide, 1 foot deep with moderate current and bed of small stones. Spanned by cantilever bridge, 21 yards long; roadway 9 feet. Wooden floor and brick buttresses.

The Pa-pien Ho is 48 yards wide, 2½ feet deep, current 2¾ miles per hour. Bed of small stones, 80 yards wide. Good approaches. Spanned by temporary trestle bridge 70 yards long, 4 feet wide with plank flooring; 12 spans. One boat 15×3 yards also kept here.

Camping ground.—Extensive camp accommodation anywhere in the plain. Specious temple at Ts'ung-liang-kai

ROUTE No. 86—*contd.*

Supplies.—Fair supplies can be obtained here and at Tsung-sao. Supplies at P'an-cha-chang are scarce.

2	TA-PAN	...	11 m. 6 f.	General direction east by north. Good mule-road.
22 m. 6 f.				

From camp the road gently ascends the range bordering the plain, passing north of Pang-po-lo at 2 miles, where the ascent for $\frac{1}{4}$ mile becomes steep. Reaching the summit at 4 miles the road runs level for $1\frac{1}{4}$ miles and then descends, fairly easily at first, and at 7 miles rather steeply for a mile, when it descends gently to the Cho-kan Ho, crossing it at $9\frac{3}{4}$ miles. Skirting the left bank through paddy-fields, it then passes through Ti-ang-yin ($10\frac{1}{2}$ miles) and the adjoining village of Hsiao-kai, and crossing the Ta-pan Ho at $11\frac{3}{4}$ miles reaches the village.

Rivers.—The Cho-kan Ho is 18 yards wide, $1\frac{1}{4}$ feet deep, with gentle current, stony bed and good approaches. The Ta-pan Ho is 15 yards wide, $1\frac{1}{2}$ feet deep, with rapid current, bed of small stones and good approaches.

Camping ground.—Camp accommodation at Pang-po-lo for 500 men on a small plateau overlooking the village precincts.

Water.—Good.

Supplies.—No supplies to be depended on.

Camping ground.—There are camping grounds anywhere in the valley of the Cho-kan Ho for a brigade.

Supplies.—A certain quantity of paddy could be obtained from the villages in the plain.

3	CH'A-HO	...	11 m.	General direction north-east. Good mule road for $7\frac{1}{2}$
33 m. 6 f.				

miles, then indifferent. The last $2\frac{1}{2}$ miles are bad.

From the village the road, which is well paved for $1\frac{1}{2}$ miles, ascends steeply for that distance and then easily, passing Li-hsi-pei at $3\frac{1}{2}$ miles, Shui-tan-chang at $5\frac{3}{8}$ miles and Hsi-mêng-ku at $6\frac{1}{2}$ miles; one mile beyond the last village, the road winds up the Pe-sha-ch'in range, reaching the summit at $8\frac{5}{8}$ miles, whence it descends into the valley of the Pang-ka Ho, following the course of the stream along a narrow defile, the road being rough and marshy till it debouches on the plain at the village.

Camp at Li-hsi-pei for 200 men. No supplies. At Shui-tan-chang for 400 men. At Hsi-mêng-ku for 150 men. No supplies.

Camping ground.—At Cha-ho-pa for a brigade in the plain.

Supplies.—Nil.

NOTE.—The descent into the valley by the bed of the Pang-ka Ho is rough and stony, and would greatly impede transport even in the dry season. Local

ROUTE No. 86—*contd.*

guides invariably follow this road as being shorter, but it would be better to follow the ridge for another $1\frac{1}{4}$ miles to the north descending thence into the valley and rejoining the route 1,000 yards below Ch'a-ho then crossing to the left bank of the Pang-ka Ho (see next stage).

4 WO-CHIA ... 11 m. 6 f. General direction
north-east. After
45 m. 4 f. Ta-lu the road runs
along the hillside with a deep drop on the left. Room for animals
in single file only.

The road follows the Pang-ka Ho, crossing to the left bank at $\frac{5}{8}$ mile and descends gently till at $2\frac{3}{4}$ miles the valley closes in and the road descends steeply and stonily for $\frac{1}{2}$ mile to the stream (now known as the Ch'in-chang Ho) which it crosses at Ch'in-chang, situated in a basin surrounded by high hills. Passing Ta-lu $\frac{1}{2}$ miles further on, the road now winds round the steep cliff bounding the right bank of the stream, which is a rocky torrent surrounded by high cliffs. The road crosses several small mountain streams and, passing Ta-ho-pien (6 miles), Lao-chang ($8\frac{5}{8}$ miles), Nan-i-hsin ($9\frac{3}{8}$ mile) and P'u-tsê ($10\frac{1}{2}$ miles), descends from the latter village where the valley opens out, through terraced paddy-fields to the town, which is situated on a small plateau.

Rivers.—The Pang-ka Ho at the crossing below Cha-ho is 8 yards wide, 1 foot deep, with pebbly bed, gentle current and good approaches.

The Ch'ia-chang Ho is 12 yards wide, 3 feet deep, with rapid current, stony bed, and steep, rough left approach. Right level but narrow. Spanned by roofed-in wooden bridge, 15 yards long, 7 feet roadway with wooden flooring and buttresses of brick and stone; 30 feet above stream.

Camp at Ch'in-chang for 800 men. Small supplies. At Ta-ho-pien for 50 men. At Lao-chang for 400 men.

Wo-chia is a small rectangular walled town of about 120 houses.

Camping ground.—For a division round the walls.

Supplies.—Small.

ROUTE No. 87.

FROM CHÊN-YXAN (HSIEN) TO HSIN-P'ING
(HSIEN) (*viâ* KA-SA FERRY).

96 miles.

8 stages.

Authority.—Captain L. D. Fraser, April 1900.

Epitome.—A fair mule-road, though narrow and stony in places, particularly in stage 5, where it is also steeply graded. It is, however, practicable throughout for pack-transport.

The road passes over bare, broken country to the Pa'p'ien Ho, which is crossed at a ferry below En-pa in stage 2. It then crosses hilly, rocky country, intersected by fordable streams, and descends by a steep, stony road in stage 5 to the Red river which is crossed at Ka-sa Ferry. The road then improves and ascends, with some steep gradients, to the range bordering the left bank, descending thence, steeply in places, to the Hsin-p'ing plain.

Camping grounds.—Good camping grounds at stages 3, 5, 7 and 8. At other stages camp for 500 to 800 men.

Water.—Good throughout.

Supplies.—Small.

No. of stage and total distance.	DETAILS.
1 15 m. 6 f.	LIANG-CHIA-YING. 15 m. 6 f. General direction east by north. Fair mule-track, but

narrow and stony in places.

Skirting the Chên-yŭan Ho for 700 yards, the road then crosses to the left bank and ascends easily, passing Liang-chia-ts'un at mile $2\frac{7}{8}$; the road ascends the hills bounding the north-east of the plain, reaching the summit at mile $4\frac{1}{4}$, the ascent for the last 500 yards being very steep. The road runs along the hillside of the Hsi-pa-tao Ho, the hills skirting the opposite left bank being precipitous limestone crag. Crossing to the right bank at $5\frac{7}{8}$ miles and recrossing $\frac{1}{2}$ mile beyond, the road continues to wind up the hillside, being narrow and stony in places. Finally, crossing to the left bank at $8\frac{1}{4}$ miles, the road ascends easily to a small *col* at $10\frac{1}{8}$ miles, ascending thence fairly steeply to the summit of the range at $11\frac{1}{4}$ miles. Descending thence steeply to a small stream, running through a thickly-wooded defile, the road passes to the left bank at 12 miles, and crossing a steep spur, descends along the hillside, overlooking the right bank of a small stream, to the village.

ROUTE No. 87—*contd.*

Rivers.—The Chên-yüan Ho is 10 yards wide, $1\frac{1}{4}$ feet deep, bed of large stones 20 yards wide. Right approach good; left rocky.

Several streamlets are crossed *en route*, with steep approaches.

Camp at Liang-chia-ts'un for 500 men. At mile $4\frac{1}{2}$ for a battalion, on the right bank of the stream.

Camping grounds.—At the village for 300 men. There are no other suitable camping grounds *en route*.

2	HSIAO-TZŪ ...	12 m. 6 f	General direction east-north-east. Mule-road generally good,
28 m. 4 f.			
but narrow in places.			

The road continues to wind easily round the hillside, passing Pei-yin-shan at $1\frac{1}{8}$ miles and at $1\frac{3}{4}$ miles descends for 700 feet steeply, and then easily by a paved road to the Pa-pien Ho. Crossing to the left bank at the ferry, the road winds by a narrow path up the hillside to En-lo ($6\frac{1}{2}$ miles). Here a road branches north to Ching-tung, (*see* Route No. 167). Ascending to the crest of a small basin, in which the village lies, the road, which is narrow and stony for 400 yards, then winds up the hillside, passing Kuan-yi at $8\frac{1}{4}$ miles. Continuing an easy ascent, it reaches the summit of the range at $11\frac{5}{8}$ miles, and, crossing the crest, descends easily to the village.

The Pa-pien Ho at the ferry is 30 yards wide, 12 feet deep, with muddy bed and gentle current. Three dug-outs are kept at the ferry.

Camping ground.—At En-lo for a brigade in the paddy-fields of the village (if not under irrigation). At Kuan-yi for 1,000 men. At Hsiao-tzŭ for 600 men.

Supplies.—Poor.

3	CAMP BELOW MAN-PA.	11 m. 2 f.	General direction north-east by east. Fair mule road with
39 m. 6 f.			
steep gradient in places.			

From the village the road ascends fairly easily to the summit of a spur along which it winds for $\frac{3}{4}$ mile, descending thence along the hillside easily to Ta-pin-chang ($5\frac{3}{4}$ miles). Here a rough, stony descent is made for 400 yards to Hsi-pa-tien, which is surrounded by paddy-fields, traversing which the road descends along a spur, easily in general, but with several short steep gradients, passing Ch'iao-la-fu-tien at $9\frac{3}{4}$ miles, and $\frac{3}{4}$ mile beyond reaches the foot of the hills. Crossing a small stream running in a bed of large stones, the road makes a steep ascent up the opposite hillside for $\frac{1}{4}$ mile when, crossing the crest, it descends easily past

ROUTE No. 87—*contd.*

Man-pa ($10\frac{3}{4}$ miles) to the right bank of the Chê-tung Ho, where camp is formed.

Camp in a basin south-east of Ta-pin-chang for a brigade, and water from several small streams. In the fields around Hsi-pa-tien (if not under irrigation) for a brigade.

Camping ground.—On the right bank of the Chê-tung Ho for a brigade, and for the same number on the left bank.

Supplies.—Nil.

4	SHIH-LI	... 15 m.	General direction east- by north Fair mule-track, steep
---	---------	-----------	---

54 m. 6 f.
and stony in places.

Crossing to the left bank of the Chê-tung Ho, the road ascends gently up a narrow defile, following the bed of a small stream, at $1\frac{5}{8}$ miles it ascends the hillside overlooking the right bank and crossing the crest, after a fairly steep ascent at $2\frac{3}{8}$ miles descends steeply to the Yang-liu Ho $3\frac{1}{4}$ miles and crossing to the left bank ascends for $\frac{1}{4}$ mile steeply, and then easily up a thickly-wooded spur, passing Ya-ko-kai at $6\frac{5}{8}$ miles, and reaching the summit at $11\frac{1}{4}$ miles after an ascent generally easy but with several short steep gradients. Crossing the ridge, the road winds round the slopes on the further side and at $13\frac{1}{4}$ miles, descends by a narrow, steep and stony path to the right bank of the Shih-li Ho, and, skirting the stream, reaches the village.

The Chê-tung or Cho-kan Ho is 23 yards wide, $2\frac{1}{2}$ feet deep with muddy bottom and gentle current flowing in a bed of small stones, 60 yards wide on the left bank and 25 yards wide on the right. A dug-out holding 8 men is kept here, but the stream is fordable in the dry season. In the rains bamboos, etc., for rafts could be obtained in fair quantities on the right bank.

The Yang-liu Ho is 10 yards wide, $1\frac{3}{4}$ feet deep, with stony bed and moderate current. Right approach fairly easy; left, steep.

Camp for 400 men at Ya-ko-kai.

Camping ground.—For 1,000 men at Shih-li in broken ground.

5	KUAN-LANG	... 11 m. 4 f.	General direction north-east by north. Indifferent mule-
---	-----------	----------------	--

66 m. 2 f.
track, steep, stony and narrow in places.

The road continues to skirt the left bank of the Shih-li Ho, running along the hillside with several short steep gradients. At $2\frac{5}{8}$ miles it ascends the hillside, easily in general, by a narrow path and crossing the ridge at $5\frac{1}{4}$ miles, descends fairly easily for $\frac{1}{2}$ mile to the Lung-tung Ho, which is crossed at the entrance to Ho-pien.

ROUTE No. 87—*contd.*

The road then ascends fairly easily along the hillside to Ta-pin-chang ($6\frac{3}{4}$ miles). Thence the road descends the range bounding the right bank of the Red river, and, though passable for transport, is steep and generally stony. Passing Ko-sha at $8\frac{1}{4}$ miles the road at $10\frac{1}{2}$ miles reaches a small cultivated basin at the foot of the range, and descends gently through paddy-fields to Kūan-lang on the river bank, where camp is formed.

Several small streams are crossed *en route*, with rather steep, stony approaches.

Camping grounds.—Camp at Ta-pin-chang for 400 men. Anywhere in the Red river plain for a brigade (if the fields are not under irrigation).

Water.—Rather scarce.

Supplies.—Small.

6	TA-T'IEH-CHAI	8 m. 2 f.	General direction east by north. Fair mule-road with
74 m. 4 f.			

some steep, stony gradients.

Crossing to the left bank of the river at Ka-sa Ferry, the road mounts a long winding spur, the ascent being generally fairly easy, though there are several steep, stony ascents.

Reaching Hao-chi-ti at 5 miles the road runs level along the crest of the range for a short distance and then descends easily to the paddy-fields lying to the south of Ta-t'ieh-chai where camp is formed.

Camping ground.—For one battalion. Camp at Hao-chi-ti for a battalion.

Supplies.—Scarce.

7	KAI-WAI	... 8 m. 4 f.	General direction east, Mule-road in fair condition.
83 m.			

From the village the road ascends fairly easily for 2 miles, and after a descent to a small *col* at 4 miles again ascends fairly easily up a long winding spur. Reaching the summit at $6\frac{7}{8}$ miles the road descends fairly easily to the village, which is situated in a small paddy basin.

Camping ground.—At Kai-wai for a division.

Supplies.—Scarce.

8	HSIN-P'ING (HSIEN).	.. 12 m. 6 f.	General direction east. Fair mule-road; some steep gradi- ents.
95 m. 6 f.			

The road, which is stony in places, winds up the hillside fairly easily for 2 miles, and then steeply to the summit at $2\frac{3}{8}$ miles.

ROUTE No. 87—*contd.*

The road then descends fairly easily to Tu-t'ien at $4\frac{3}{8}$ miles, and again ascends for a mile to the crest of the range bounding the Hsin-p'ing valley. The road winds along this ridge by a narrow mountain path, and at $8\frac{3}{8}$ miles makes a very steep descent down the hillside for 450 yards and then winds easily down a spur to the plain, which is reached at $10\frac{1}{2}$ miles. Skirting the north slopes of the plain, the road passes through several villages surrounded by small patches of poor cultivation, to the town.

Camp at Tu-t'ien for a brigade, but water is scarce.

Camping ground.—Anywhere in the plain of the Hsin-p'ing Ho for a division, near the river bank.

Supplies.—Moderate supplies from the town

ROUTE No. 88.

FROM CHING-KU (FORMERLY WEI-YÜAN) TO
HSIN-FU.

56 miles.

5 stages.

Authority.—Captain H. R. Davies, December 1899,
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—Fair mule-road, level for three stages, but in bad condition in places

The road ascends the valley of the Wei-yüan Ho and that of a small tributary, the ascent being gradual, but the road is rough and stony in places. In stage 4 it ascends to the summit (7,500 feet) of the range bordering the right bank of the Pa-pien Ho, and descends thence, steeply in places, to the river.

Camping grounds.—Good.

Water.—Good throughout.

Fodder.—Fairly good grazing throughout.

Supplies.—Small, fair at stage 5.

No. of stage and total distance.	DETAILS.		
1	P'ING-CHAI	... 14 m.	General direction north-north-east. Road nearly level
14 m.	up the right bank of the Wei-yüan river, passing Pa-lan-kai (15 houses) at 5 miles. At 5½ miles a road to the left to Ching-ku, which is now the Head quarters of the Magistrate for the District of Ching-ku, the modern name of the former sub-prefecture of Wei-yüan. Here the broad part of the Wei-yüan plain ends, and the road goes up the narrow valley of the river through jungle, passing Hsi-k'ung-ching (25 houses), a salt-mine village, at 8½ miles, Man-k'a-ching (25 houses), another salt mine at 20 miles and reaching Li-tung-chai (30 houses), at 10½ miles. Here is room for a good camp and fair supplies obtainable. The villages of Ts'ao-ti and Na-têng are then passed, and P'ing-chai, a Shan village, is reached at 14 miles, 30 houses, and Monastery. Height 3,350 feet. At 6½ miles Ching-ku Ho, which is, in fact only the Wei-yüan Ho under another name from the left (50 yards × 2½ feet) moderate current. Ford in dry season. Raft ferry in rains.		
	<i>Camping ground.</i> —Good.		
	<i>Water.</i> —Good.		

ROUTE No. 88—*contd.**Fodder.*—Fair grass.*Supplies.*—Small.

2

MAN-K'AI (ALSO 10 m. 4 f. General direction east-north-east. The

CALLED MAN-

24 m. 4 f.

HAI).

The road follows up the right bank of the Ching-ku (formerly Wei-yüan) river passing several small Shan and Chinese villages, till the river is crossed to Ch'ing-chuang at 7 miles. Here the Chên-yüan road goes straight on, and, the route turns down the left bank of the river crossing the Ên-k'êng Ho at its mouth, till at $7\frac{1}{2}$ miles it turns up the valley of another small tributary of the Ching-ku River and crossing a spur, again runs into Ên-k'êng Ho valley and follows it up to Man-k'ai, a Shan village of 30 houses. Height 3,400 feet.

Rivers.—At 7 miles Ching-ku River from the left, crossed by ford. River in two branches (30 yards \times 2 feet), and (50 yards \times $1\frac{1}{2}$ feet), in a sandy bed, 150 yards wide. Raft ferry here, but only used in rains. At $7\frac{1}{2}$ miles Ên-k'êng Ho from the left, ford (40 yards \times 1 foot).

Camping ground.—Good.*Water.*—Good.*Fodder.*—Fair grass.*Supplies.*—Small.

3

T'IENT-PA-KAI... 13 m 4 f. General direction east-

38 m.

By a bad but level road on the stony

bed of the Ên-k'êng Ho constantly crossing and recrossing it till at 3 miles the road ascends a little on to the hillside on the right bank, leaving Man-tan (6 houses) on the left at 4 miles, and from there again getting into the river bed, crossing and recrossing the stream to Têng-t'ung (15 houses) at $5\frac{1}{2}$ miles. Hence along the hillside, passing Man-kang (15 houses) at 7 miles, till the Ên-k'êng Ho is again crossed at $8\frac{1}{2}$ miles and the village of Cha-p'a-ch'ing (5 houses) passed. Hence gradually up along the hillside on the right bank. At 10 miles a small rocky side stream is crossed which is the boundary of the Chên-yüan and Ching-ku (formerly Wei-yüan) District. At $11\frac{1}{4}$ miles is Ta-ma-ch'ang. Here is plenty of camping room below the road and supplies might be got from here and from Ên-k'êng-ching. At 12 miles Ên-k'êng-ching is passed (20 houses) and the river is again crossed at 4,750 feet. From here up steep 500 feet in three furlongs, and down a little to T'ien-pa-kai (15 scattered houses). A bazar every 5 days. Height 5,000 feet.

Rivers.—Ên-k'êng Ho, crossed 16 times in first three miles by fords 12 to 20 yards wide, 1 to 2 feet deep, crossed several times

ROUTE No. 88—*contd.*

between 4 miles and $5\frac{1}{2}$ miles. At $8\frac{1}{2}$ miles recrossed (15 yards \times 1 foot) and again at $12\frac{1}{4}$ miles.

Camping ground.—Large.

Water.—Good.

Fodder.—Good grass.

Supplies.—Small.

4 MAN-KUANG ... 9 m. 4 f. General direction east.

Cross the Ên-k'êng

Ho, and then up hill,

47 m. 4 f.

pretty steeply in places, passing Ta-ts'ao-pa (6 houses) at 2 miles (6,100 feet), and reaching the top of the range at 7,500 feet at 4 miles. Thence down steadily passing Pa-t'ou (4 houses and temple) at $5\frac{1}{2}$ miles (6,400 feet). From $6\frac{1}{2}$ miles the descent becomes steeper till a stream is crossed at $8\frac{1}{4}$ miles (4,750 feet). Here slightly up through fields to Man-kuang (10 houses), 4,900 feet. Rivers, at starting Ên-k'êng Ho from the right (10 yards \times 1 foot). At $8\frac{1}{4}$ miles stream from the left (6 yards \times 9 inches).

Camping grounds.—In terraced fields.

Water.—From two small streams, and from big stream $\frac{1}{2}$ mile below.

Fodde —Fair grass.

Supplies.—Small quantities of rice and paddy.

5 HSIN-FU ... 8 m. General direction east.

Nearly level till

Yang-chia-ts'un (6

55 m. 4 f.

houses) is passed at 1 mile. Thence downhill till stream is recrossed at 2 miles (4,150 feet). Thence very steep up hill till the top of a spur is reached at $3\frac{1}{2}$ miles (5,850 feet). Down gradually along the hillside to 5,200 feet at 5 miles. Thence down more steeply to Hsin-fu (200—300 houses, mostly new, and 2 temples), surrounded by a solid mud wall, 14 feet—15 feet high, constructed in 1912-13 as a protection against the constant attacks of tribal bands of robbers. Town is on right bank of Pa-pien Ho, fordable half a mile higher up in the dry season, and crossed by ferry-boats in the rains. Height 3,400 feet.

Rivers.—At 2 miles, stream from right (6 yards \times 9 inches).

Camping ground.—Extensive, in fields south of the town.

Water.—Excellent, from spring about $\frac{1}{4}$ mile outside south gate.

Fuel.—Abundant.

Fodder.—Fair grazing, on hills west of town.

Supplies.—Plentiful.

ROUTE No. 89.

FROM P'U-ÊRH(HSIEN) TO YÜN-NAN FU *viâ* YÜAN-CHIANG (HSIEN).

About 205 miles.

18 stages.

Authority.—Mr. Bourne, 1886, and Captain H. R. Davies, 1898, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—An important trade-route from Yün-nan Fu to Ssü-mao, the Shan States and Siam.

A good mule-road, passable for mounted troops. The telegraph line to the Capital follows the road as far as stage 11.

The route crosses the Pa-pien Ho by a suspension bridge in stage 3 and runs through hilly country intersected by fordable streams, and in stage 8, descends to the Red river, which is crossed by ferry at Yüan-Chiang. Thence the road ascends over hilly, broken country, being very narrow and steep in stage 12, and in stage 16 skirts the eastern shore of the Tien-ch'ih or Yün-nan Lake, and runs thence on the level to the Capital.

Camping grounds.—Good at stages 1, 2, 3 and 6 and probably good at stages 8 and 13 to 18.

Water.—Good.

Grazing.—Fair.

Supplies.—Good at 1, 3 and 6, and probably good at 8, and 12 to 18.

No. of stage
and total
distance.

DETAILS.

1 MO-HEI

... 12 m. General direction

north-east. Leaving

12 m.

the town by the east gate, the road passes over the upper part of the plain, and at $5\frac{1}{2}$ miles the village of T'ou-chiu-fang is reached. The road then ascends fairly steeply to Ch'ang-an at 7 miles, and then very steeply to the summit which is reached at $7\frac{1}{2}$ miles. Thence there is a steady descent, steep in places, past T'u-ti-fang at $9\frac{1}{2}$ miles, to the *old* town of Mo-hei (150-200 houses). The *new* town of Mo-hei lies some $1\frac{1}{2}$ miles away to the south-east, and is reached by an excellent broad paved road. At new Mo-hei are extensive salt-wells, and the town is constantly expanding, subsequent to foreign superintendence of the Chinese Salt Administration.

ROUTE No. 89—*contd.*

Camping ground.—Ample, either on higher ground before reaching the town, or in extensive fields beyond the town. Accommodation might also be obtainable in the local school-house.

Water.—Good and plentiful.

Fuel.—Unlimited.

Fodder.—Fair grazing.

Supplies.—Abundant, of all kinds.

2 SHANG-PA-PIEN 10 m. 4 f. General direction
north-east. Cross-
ing the Mo-hei

22 m. 4 f.
Ho $\frac{1}{4}$ mile beyond the village, the road ascends steeply for nearly two miles, and at $2\frac{3}{4}$ miles passes Kung-ch'io-p'ing. It continues to ascend, steeply in places to the summit at $4\frac{1}{2}$ miles. It then descends to the valley of the Pa-pien Ho, passing Wan-yao-shu at 7 miles and continues to descend steeply to Shang-pa-pien, a village containing 60 houses, two temples, and a rest-house.

Rivers.—At $\frac{1}{4}$ mile, Mo-hei Ho, 15 yards wide, 2 feet deep crossed by a two-arch stone bridge.

Camping ground.—Good.

Supplies.—Fair.

3 T'UNG-KUAN ... 14 m. General direction east
north-east. The
road descends the

36 m. 4 f.
valley of a small tributary to K'uei-ko and then skirts the right bank for $2\frac{1}{2}$ miles, when the river is crossed, and at $4\frac{1}{2}$ miles Hsia-pa-pien is reached. This is a village containing 35 houses and two temples, and there are good camping grounds. The road continues to descend the left bank passing Shao-pai at $6\frac{1}{4}$ miles, and at 7 miles the road branches up the right bank of the Mankang Ho reaching the village of that name at 8 miles. Crossing the stream, the road ascends steeply to a plateau on the edge of which is Chieh-chi-pa at 12 miles. The road traverses the plateau and at $12\frac{3}{4}$ miles reaches Ma-mu-shu (30 houses), the residence of the subordinate official in charge of the district. Thence the road continues over the plateau to T'ung-kuan, which contains 140 houses, a temple and a large inn.

Rivers.—At $3\frac{1}{2}$ miles Pa-pien Ho, 80 yards wide with strong current. Crossed by suspension bridge of 11 iron chains below, and 2 above, fastened into stone piers at each end. The bridge is 140 yards long and 150 feet above stream. It is unsafe for more than 3 mules to cross at a time. At 8 miles the Mankang Ho, 6 yards wide by 1 foot deep.

Camping ground.—Good.

Fodder.—A little grazing.

ROUTE No. 89—*contd.**Supplies.*—Good.

4 PAN-YANG-FANG 7 m. General direction east-north-east. The

43 m. 4 f. road ascends the watershed between the Pa-pien and A-mei rivers, reaching the summit at $\frac{1}{2}$ mile, and then descends to a small stream on which stands Ch'ing-shui-ho at 2 miles. Crossing a spur the road descends to Pan-yang-fang which contains 20 houses, half of them in ruins, and a temple.

Camping ground.—Small.*Supplies.*—Small.

5 AN-NU-SHUI-CHING. 12 m. 4 f. General direction east-north-east. The road

56 m. descends, steeply in places, past Ya-ch'i at 2 miles, to the A-mei Chiang which is crossed at $4\frac{1}{2}$ miles. The road then ascends the opposite bank past Chang-lu-p'ing (20 houses, one temple and a large inn) at $6\frac{1}{4}$ miles. Ma-sa at 9 miles, and Lao-ts'ang-po at 10 miles to the camp. The village contains 12 houses, including several inns.

Rivers.—At $4\frac{1}{2}$ miles, A-mei Chiang, 75 yards wide, crossed by iron chain bridge, 90 yards long, roadway of planks, $2\frac{1}{2}$ feet wide, 12 chains under and 4 above the bridge. Height above stream 70 feet. Two mules can cross at a time.

Camping ground.—In terraced fields.*Fodder.*—Very little grass.

6 T'A-LANG (HSIEN). ... 9 m. 4 f. General direction east-north-east. The road

65 m. 4 f. ascends gradually past Hei-lung-t'ang to the head of the range at $2\frac{1}{4}$ miles. The road then descends steeply to Êrh-pu-ch'ung at $3\frac{3}{4}$ miles, and after an ascent of $\frac{1}{2}$ mile descends again steeply to Lai-pêng at $5\frac{1}{2}$ miles. The road ascends the right bank of the Pi-shu Ho and crosses the stream at $8\frac{1}{4}$ miles. It then runs along a level valley to the south gate of the town. Headquarters of a District Magistrate.

7 MO-LANG-P'O 13 m. (?) Stage commences with an ascent; a couple of ridges are crossed,

78 m. 4 f. after which road winds down through village. A ridge, 5,000 feet high, is crossed and Tien-so, a village of 100 houses, situated in a considerable valley, passed. Road now through deserted country. Cross the Chin-tien stream by a fine bridge, and after a precipitous ascent over a broken causeway, road winds about 6 miles to Mo-lang-p'o, elevation 5,410 feet.

ROUTE No. 89—*contd.*

- 8 YUAN-CHIANG 4 m. (?) Descend 3,915 feet
(HSIEN). through huge granite
82 m. 4 f. rocks, whence road
level across the plain through areca palms and plantains for 2½
miles to the southern gate of Yüan-chiang, elevation 1,490 feet.
Headquarters of a District Magistrate.
- 9 to 11 YANG-MAO- 38 m. (?) Along valley and up
CH'ING. left bank of the
120 m. 4 f. Yünan river (upper
waters of the Red river of Tongking), latterly along cliffs for 6 or
8 miles. The Yüan river is here a shallow stream 80 yards broad,
flowing between granite hills. Ascend from river and hence to
Yang-mao-ch'ing ascents and descents at angles of 30° to 60° are
continuous, excepting on the summits of hills and bed of torrents.
These climbs are 300 to 1,000 feet in height. Elevation of Yang-
mao-ch'ing, 4,280 feet.
- 12 HSI-WO HSIEN 13 m. (?) Ascend 1,140 feet in 2½
miles. Road so bad
133 m. 4 f. and steep as to be
almost a precipice in places, elevation of summit, 5,420 feet.
Hence road retains an average level of 5,000 feet, passing through
a hilly well-wooded country. Hsi-wö is the Headquarters of a
District Magistrate.
- 13 YEN-HO-KAI 13 m. 4 f. (?) Country resplendent
with flowering trees
147 m. and shrubs; no cul-
tivated land to be seen from the road.
- 14 HSIN-HSING .. 10 m. 4 f. (?) an Country ap-
(HSIEN). pears almost
157 m. 4 f. uninhabited.
Hsin-hsing is a well-to-do place with a population of 2,000 souls;
it is built at an elevation of 5,390 feet on the eastern border of a
fruitful plain. Headquarters of a District Magistrate.
- 15 HSIN-KAI 15 m. Route ascends along
the valley of a
172 m. 4 f. stream and reaches
the watershed, at Tzū-tung-kuan (5,860 feet). An easy descent
passing the villages of Tieh-liu-kuan about a mile short of Hsin-
kai which is a mud-walled town surrounded by trees, elevation
(5,510 feet).
- 16 CHIN-NING 7 m. (?) Chin-ning is the Head-
(HSIEN). quarters of a District
179 m. 4 f. Magistrate.

ROUTE No. 89—*contd.*

17	CH'ÊNG-KUNG (HSIEN).	13 m. Ch'êng-kung is the Headquarters of a District Magistrate.
192 m. 4 f.		
18	YUN-NAN FU	12 m. 4 f.
205 m.		

ROUTE No. 90.

FROM P'U-ÊRH TO MÊNG-LI.

88 miles.

7 stages.

Authority.—Captain G. C. Rigby, February 1900.*Epitome.*—A route from P'u-êrh to the French Laos frontier.

A fair mule-road but rough and hilly in places in stages 2 to 5.

The road runs over hilly country, crossing several narrow valleys and descending the valley of the Mêng-hsien Ho in stage 2. Crossing the watershed (6,600 feet) between the Nam-ban and Pa-pien rivers in stage 3, the road runs for two stages over wooded hills, crossing a succession of small valleys, watered by fordable streams. In stage 6 the road descends to the Nan-king valley, and in the next stage runs over undulating, thinly-wooded country to Mêng-li.

Camping grounds.—Good for a large force at stage 7, but at the other stages accommodation for 300 to 500 men only.

Water.—Good at stage 6 for a battalion.

Supplies.—Small throughout.

No. of stage and total distance.	DETAILS.	
1 15 m.	MÊNG-HSIEN (LAO-KAI).	15 m. General direction east. Fair mule-road. Leaving P'u-êrh city
by the south gate the route leads round the east wall and continues through outskirts to 1 mile. The route then leaves the main paved road which leads to Mo-hei and T'a-lang, and strikes east up a small valley skirting cultivation then rising slightly to 2 miles 2 furlongs, where pass Tu-t'ien village (Chinese 15 houses).		
The path continues up a small cultivated valley, fir-clad hills on either side, passing the K'u-yin-ssü-Ta-chai group of villages. (Chinese) to 3 miles 3 furlongs, then rises steeply for 200 feet to 3 miles, 5 furlongs (4,900 feet) and continues skirting along the side of another valley passing the Lao-chin-chai villages to 5 miles 2 furlongs, where it crosses a low ridge and descends easily into another narrow, cultivated valley. The route continues nearly level up along the north side of this valley, passing Hsin-chai, small Chinese village to left. At 7 miles 5 furlongs the cultivation ends and valley closes in. At 8 miles the path rises away from the stream, rather steeply to 9 miles 4 furlongs (5,900 feet), then undulates easily along a ridge through oaks and firs (extensive views over hills to north and east) to 12 miles 4 furlongs. It then		

ROUTE No. 90—*contd.*

descends into the valley to 14 miles 5 furlongs, crosses the paddy cultivation by a narrow bad path to 15 miles, where it reaches one of the Mêng-hsien villages (4,900 feet), Lao-kai.

Camping ground.—Accommodation in temple to south of village for small parties. In dry season ample accommodation in paddy-fields. When fields flooded, bad camping ground on sloping hill-sides for 500 men.

Supplies.—Paddy, rice, and vegetables; also few fowls and ducks procurable.

2	NA-PEI	...	9 m.	General direction
				south-south-east.
24 m.				Road rough in
				places, but good on the whole.

The route runs all the way down the Mêng-hsien Ho valley, passing a succession of small hamlets, with occasional short ascents and descents to cross small spurs. Valley under paddy cultivation; hills on either side fir-clad. Villages Chinese and few Ma-he, all under Mêng-hsien.

At 1 mile 4 furlongs path crosses a tributary stream flowing in from east by covered bridge.

At 2 miles pass Lin-hua-tan to west and Pin-sha-chai to east.

At 2 miles 4 furlongs pass residence of headman of Mêng-hsien circle to left and continue along stream crossed three times, to 3 miles 4 furlongs, where pass Lan-chai village and continue along west side of valley. At 5 miles valley narrows and path ascends to right, crossing a spur by a *col* to Ching-kan-tan village, and descends again into valley crossing the main stream at 7 miles.

Continue along east side of valley to 9 miles where reach Na-pei village (Mêng-hsien) elevation 4,630 feet.

Rivers.—Mêng-hsien Ho 13 to 20 yards by 1 foot to 18 inches, stony. This stream is the main branch of the Nam-ban or Loso, a tributary of the Me-kong, into which river it flows south of Mông-ham.

Camping ground.—Accommodation for small party in headman's house, for 500 men in paddy fields when dry.

Supplies.—Few ordinary supplies procurable.

From here a route leads to Ssü-mao, (2 marches) *via* Nan-chang.

There is also an alternative route to P'u-êrh *via* Shih-k'ou-ching salt district, 2 days. Bad for mules.

3	MÖNG-LONG-	14 m. 4 f.	General direction east-
	CHING (LIU-		south-east. Road
38 m. 4 f.	CHIA-CHAI).		rough in places but
			good on the whole. Crosses watershed between Nam-ban and
			Black rivers.

ROUTE No. 90—*contd.*

After leaving Na-pei village, path ascends and descends along side of valley to 1 mile 4 furlongs, where the valley closes in, the hillsides sloping steeply to the stream. The path here crosses a spur to 2 miles 4 furlongs, where the valley again opens out. Cross a small stream and pass a path to right leading down the valley to Man-lao village.

The path here leaves the main valley and ascends up a spur 500 feet to left (5,000 feet), then continues undulating along hillside above a narrow valley, passing at 5 miles 6 furlongs T'ieh-ch'ang, a small Chinese village below to right, to 6 miles 3 furlongs where cross T'ieh-ch'ang Ho (a little iron is extracted from hill at source of this stream and in neighbouring valley). Continue up and down along hillside to 7 miles 5 furlongs, where the valley bifurcates (5,600 feet). The path follows the right, (south) branch up a very narrow valley, bare grassy hills on either side, to 10 miles 2 furlongs (6,600 feet), where cross watershed between Namban and Black rivers. Hills to north-east rise to 9,100 feet, to south-west to 9,000 feet. The path then descends down narrow valley between bare hills, in parts steeply to 12 miles 6 furlongs (4,800 feet). The valley then opens out a little, with some terraced cultivation, cross a small stream, and at 13 miles 4 furlongs pass a small Yao village, Hsin-to. Descend into valley and ascend very steeply to 14 miles 4 furlongs, where enter Mōng-long-ching (or Liu-chia-chai), small Chinese village (4,480 feet).

Camping ground.—In terraced fields when dry for 500 men; little or no accommodation elsewhere.

Supplies.—Nil.

The villages in this valley are under Mēng-hsien.

4 MAN-PENG-T'IENT 10 m. General direction east-south-east. Hilly road, rough in

48 m. 4 f. places. The path leads along right side of the valley with occasional short steep ascents and descents; hills bare on either side to 2 miles, where pass small Chinese village on opposite side of the valley. The hills now become more wooded. At 2 miles 6 furlongs the path descends, crosses a small side valley and again rises. At 4 miles pass another small village, cross valley and ascend on to a spur to 5 miles, where pass Man-hsien, small Chinese village, and descend to 6 miles 5 furlongs where cross a small stream (3,650 feet) and again ascend away from the valley to 6 miles 6 furlongs (4,250 feet), where cross over a *col* and descend very steeply for 150 feet, then along bed of small stream to 7 miles 2 furlongs. The path then ascends up along the side of a grass-covered hill to 8 miles 1 furlong and continues undulating narrow, along steep hillside to 9 miles 1 furlong, where cross a *col*, pass a small Chinese

ROUTE No. 90—*contd.*

village (4,500 feet) and descend fairly easily down hillside into Man-pêng-t'ien valley, reaching the village at 10 miles (4,050 feet). Small Chinese village, residence of the headman of circle.

Camping ground.—For 300 men in terraced fields when dry; otherwise very scanty.

Supplies.—Little rice and paddy and few pigs and fowls procurable.

5	TSUNG-P'ING	... 12 m.	General direction
60 m. 4 f.			south-east. Good, but hilly, mule road.

The path leads down along the left side of the valley to 1 mile 5 furlongs, crosses the stream (3,750 feet) and ascends fairly easily up a grass covered spur. At 8 miles 5 furlongs pass Kai-tzü village (6 houses) below to left. At 3 miles 4 furlongs pass a small spring (4,800 feet); continue ascending to 4 miles 6 furlongs (5,400 feet) where small spring; continue ascending gently along north-east side of ridge passing 100 feet under a peak (good signal station). At 5 miles 1 furlong pass Ku-tu-li, 6 houses. At 6 miles 2 furlongs path leads along crest, passing Lao-hsi-chai, 10 houses, below in valley to left (small copper mine) and Tuan-chan-chai, 10 houses, in valley to right.

At 7 miles path reaches an elevation of 6,100 feet; range now commences to fall away and path descends easily, passing 3 houses at 9 miles, to 9 miles 6 furlongs, where pass boundary-stone between P'u-êrh and T'a-lang districts (5,600 feet). Wan-chan village below to right (8 houses), silver mine in valley. Ascend easily to 10 miles 2 furlongs (5,950 feet) another portion of Wan-chan, 4 houses below to left. Then descend gently along crest to 11 miles (5,600 feet) where pass portion of Tsung-p'ing 10 houses below to left. Continue descending to 12 miles, where enter other portion of Tsung-p'ing on side of hill 15 houses (4,900 feet) under T'a-lang. Headman lives in Wu-chia-ts'un village.

Camping ground.—For 500 men on sloping hillside. From here a footpath leads to T'a-lang said to be in bad order and impracticable for mules.

Supplies.—Scarce.

6	SAN-CHIA-TS'UN	16 m.	General direction
76 m. 4 f.			south-east. Good mule-road. Path

descends along ridge, gently for 500 feet, then steeply to 2 miles 2 furlongs (3,800 feet), continue and down along ridge to 2 miles 5 furlongs; then descend rather steeply to 3 miles 6 furlongs into barren, rocky valley and cross a small stream (2,950 feet); continue down along left bank of Nan-king Ho to 4 miles 4 furlongs where

ROUTE No. 90—*contd.*

cross the stream (1 foot deep) just above its junction with the Mōng-yê-chiang and cross a low spur to 4 miles 7 furlongs, where pass Shui-chai, Chinese-Shan village, 20 houses. The valley now opens out with terraced paddy-fields on right bank. Continue along left bank by narrow path to 5 miles 2 furlongs, where cross the stream; continue undulating along right bank of river to 8 miles 2 furlongs, where cross small stream and pass two houses. Village, 6 houses, lies across river to right.

At this point streams enter the river from right and left.

The path leaves the main valley (along which the road has been washed away) and ascends along hillside to 9 miles 3 furlongs (3,660 feet). Then ascends 330 feet into a side valley crossing the stream. Camping ground along bank for 1,000 men. Ascend, passing a Lo-lo village of 6 houses, to 10 miles 5 furlongs (3,600 feet), and descend back into main valley to 11 miles 2 furlongs (3,200 feet), continue fairly level along side of valley to 15 miles, where the valley opens out, and hills to north-east slope less steeply. Cultivation on both banks.

At 15 miles 5 furlongs cross a side stream and follow up its valley to 16 miles, where enter San-chia-t'sun village, 8 houses, Wo-ni 150 feet above the stream (3,400 feet) under T'a-lang.

Rivers.—Mōng-yê-chiang just above its junction with the Nanking Ho—it flows through a gorge dammed up at lower end which deepens the river. At ford it is 80 by 2 feet, stony. Would be unfordable anywhere after rain. Flows north to Black river. At $9\frac{1}{2}$ miles stream 10×1 foot, stony; at $15\frac{1}{2}$ miles stream 8×1 ft., stony.

Camping ground.—In valley below for 1,000 men.

Supplies.—Scarce.

7	MÖNG-LIEH ... 11 m. 4 f.	General direction east-
88 m.	(MĒNG-LI).	south-east. Fair mule road.

Path ascends 200 feet to 4 furlongs, then descends very steeply back to main valley (3,000 feet), crosses two small streams, and again ascends to 2 miles (3,650 feet), where pass two houses below to left. Continue fairly level along hillside to 4 miles 2 furlongs, where turn up small side valley, ascending easily along stream to 6 miles 2 furlongs (4,250 feet), then very steeply to 6 miles 5 furlongs (4,600 feet), where cross a ridge and continue ascending along hillside to 7 miles 1 furlong (4,920 feet); then undulating, passing small village 5 houses below to right to 7 miles 7 furlongs, where cross ridge (5,000 feet). Hills to east slightly more wooded with several small villages. Continue undulating along crest to 8 miles 4 furlongs, then descend down spur, passing Chên-tou-chai

ROUTE No. 90—*contd.*

(Ta-chai) village in valley to left, to 10 miles 5 furlongs (4,150 feet).

Continue down narrow valley with terraced paddy-fields to 11 miles where cross stream, pass Ma-li-shu village, 5 houses, to right and debouch on small plain of Mōng Lieh. At 11 miles 4 furlongs enter the town. About 300 houses; 2,000 inhabitants. Military mandarin ranking as captain.

Camping grounds.—Accommodation for small parties at south-east end of town in temple. For 2,000 men in paddy-fields when dry.

From Mōng Lieh there are routes to—

- (1) Ssü-mao, 7 marches.
- (2) Meng Wu (French Laos) 2 marches.
- (3) Yi-sa, 140 miles (14 marches).
- (4) T'a-lang.
- (5) Pu-teng.

ROUTE No. 91.

FROM SSŪ-MAO TO MÖNG-WU OR MÖNG-HU-NÖ
(IN TONG-KING).

About 80 miles.

6 stages.

Authority.—Mr. Carey, Chinese Customs, December 1898.

Epitome.—A fairly good mule-road. The route passes over hilly country for four stages, and then the country becomes more level. Crossing the French frontier in stage 6, the road descends to the town.

No information available regarding camping grounds, water, supplies or grazing.

No. of stage and total distance.	DETAILS.
1 14 m. and at 8½ miles ascends gradually to the summit of the range bordering the plain. Thence it descends steeply down a long hill to the village.	WANG-KUAN-CHIA 14 m. General direction east. The road passes over the I-hsiang-pa plain,
2 27 m. a stream, after which it crosses a narrow valley to Hsin-kao-ching, 5 miles. Crossing another hill the road passes through wooded country, and makes a long descent over bare mountains to Ta-p'ing-ch'ang.	TA-P'ING-CH'ANG 13 m. General direction east. The road descends past Ta-ho-pien to a stream, after which it crosses a narrow valley to Hsin-kao-ching, 5 miles. Crossing another hill the road passes through wooded country, and makes a long descent over bare mountains to Ta-p'ing-ch'ang.
3 40 m. Nam-ban Ho by a fairly shallow ford at Na-mi-pa at 2 miles. Passing Hai-hsin-chai at 6 miles the road reaches camp.	CH'IAO-T'OU ... 13 m. General direction east-south-east. The road crosses the
4 53 m. road passes Ying-pang-shan at 5 miles and, crossing a steep hill, passes Hsiao-chai and Ta-chai, to the village.	CHUNG-CHAI ... 13 m. General direction south-east. Fairly good road. The

ROUTE No. 91—*contd.*

5	PA-K'A	...	10 m. 4 f.	General	direction
				south-east.	Fairly
63 m. 4 f.				good, level road following the telegraph line.	

The road passes through the following villages: Man-min, Ta-ko-lien, Hsin-chai miles $2\frac{1}{2}$; Shih-pan-chai and Man-tung, leading over bare hills with patches of cultivation.

6	MONG-WU or	16 m. 4 f.	General	direction
MONG HU NO.				
80 m.		south-east. Bad road, but practicable for mules.		

The road passes over high grass to the range which forms the French frontier, passing Lan-tui-fêng at 5 miles and Chien-sao at 8 miles. The road then descends the valley of the Nam-ho, until the town is reached.

ROUTE No. 92.

FROM SSŨ-MAO TO I-WU (*viâ* I-PANG).*About 84 miles.**8 stages.**Authority.*—Mr. Carey, Chinese Customs, December 1898.*Epitome.*—A route from Ssŭ-mao to the tea-producing districts of the Sip-song-panna.

A practicable mule-road throughout.

The road is rough and passes over undulating country for the first two stages, and then over steep jungle-covered hills crossing the Nam-ban Ho by raft-ferry in stage 5. The road now improves, and passes over undulating country, and in stage 8 makes a steep narrow ascent to I-WU.

Camping grounds.—Good at stages 6 and 8.*Supplies.*—Probably fair. No other details available.

No. of stage and total distance.	DETAILS.		
1 10 m. 4 f. Road bad, but fairly level. Pass Na-cho-lo and Ma-li-ping 8½ miles.	HUANG-TS'AO-PA.	10 m. 4 f.	General direction south-east. Practic- able for mules.
2 22 m. Pass over grassy mountains up and down all the way. Passing Lung-tung-ch'ing and Lung-shan-chai. Pa-na 10 houses, under Pu-têng.	PA-NA	... 11 m. 4 f.	General direction south-east. Practic- able for mules.
3 34 m. 4 f. Road fairly good, gradually descending down steep crest of a hill past Tu-chi-pang, latterly through pine forest to Mêng-wang plain, passing Mêng-wang at 10 miles. After this path leads over paved road, muddy in places.	WU-LU-HO	... 12 m. 4 f.	General direction south- south-east. Prac- ticable for mules.
4 42 m. wild jungle country.	PU-YUAN	... 7 m. 4 f.	General direction south. Practicable for mules. Road bad, through

ROUTE No. 92—*contd.*

At mile 4 pass Ko-lien 2 houses, then down steep hill cross a stream, and long ascent to Pu-yüan (Chinese village).

5 KI-KA ... 11 m. General direction south-south-east. Practicable for mules.

53 m.

Path descends a ridge with deep valleys on either side to mile 3, where cross Nam-ban river, then steep ascent to 5 miles, Pu-kang village. Then steep ascents and descents, mainly rising, to Ki-ka.

Rivers.—Nam-ban river, here known as Pu-yüan-chiang. Ferry. Bamboo raft. Animals swum across.

6 I-PANG ... 5 m. General direction south. Practicable for mules.

58 m.

Winding path up and down hill but not very steeply. I-pang consists of one straggling market street on ridge of a mountain; deep valleys on either side. Population about 1,000, mostly Chinese engaged in tea trade.

Li-kin station.

7 PAN-PO-CHAI 12 m. 4 f. General direction south. Practicable for mules. Good

70 m. 4 f.

road up and down hill all the way. Pass Man-kuei-shan at mile $4\frac{1}{2}$. Tieh-ma Ho at $11\frac{1}{2}$ miles.

Pan-po-chai, a Hsiang-tan (Lo-lo tribe) village.

8 YI-WU ... 13 m. General direction south-east. Practicable for mules.

83 m. 4 f.

Road good, but narrow. At mile 4 pass Man-chien, then down hill to river and ascend steeply and pass Kao-shan-chai village. Fairly good road from here on to Yi-wu.

I-wu situated on side of a hill overlooking a valley. Slightly larger and more important than I-pang. Population about 2,000. Produces 400,000 to 550,000 lbs. of tea a year,

ROUTE No. 93.

FROM I-WU TO MÖNG-WU OR MÔNG HU NÖ (IN TONG-KING).

About 53 miles.

6 stages.

Authority.—Mr. F. Carey, Chinese Customs, December 1898.

Epitome.—A road from the tea districts of south-west Yün-nan to a French post on the Tong-king (Laos) frontier.

The first three stages are practicable for mule transport. To reach Möng-wu with pack animals it would be necessary to make a *détour* at the end of stage 3, involving an extra day's march.

Probably good camp and small supplies at stage 2. No other details available.

No. of stage and total distance.	DETAILS.	
1	LO-SHUI-T'ANG ...	10 m. General direction north. Practicable for mules. At mile 8 pass Man-sa, a fairly big village. Lo-shui-t'ang consists of three huts.
2	MAN-LA ...	14 m. General direction north. Practicable for mules. Road fairly level but very bad. At mile 8½ pass Hou-ya-k'ou (Han-pai village), cross stream about 50 times, then ascend steeply to Man-la, 40 to 50 houses.
3	PEI-PIA ...	14 m. General direction east. Practicable for mules. Road bad as far as Wei-wa. Ascend steeply passing Pei-hsi-ho (tea cultivation), cross a range 6,500 feet and ascend steeply; road very bad to mile 10 where pass Wei-wa (Hanwai village in Wu-tei-panna) 4 houses. Road then good but narrow and constantly crossing a stream.
4	MAN-CHU ...	9 m. General direction north. Impracticable for mules. Path ascends at once from Pei-pia, pass Pa-ka then descend to Man-pu at mile 5 (large Pai-chai village). It then ascends very steeply; impracticable for mules.

ROUTE No. 93—*contd.*

5

MÖNG-WU OR
MÖNG HU NÖ.

6 m.

General

direction

north.

Impractic-

able

for mules.

53 m.

Very narrow road, ascending and descending among mountains through thick grass. Pass Man-ma, then descend by road and ford Nam-wu to Möng-Wu 160 houses, Shan. Large rice plain watered by Nam-wu. Telegraph line to Ssü-mao, and Han-oi *via* Lai-chau.

N. B.—The proper mule-route is one day longer from Man-chu to Möng hu *via* Wu-teh. French post, a semi-fortified enclosure to north-east of village. No market. Very unhealthy.

ROUTE No. 94.

FROM T'A-LANG (HSIEN) TO I-MÉN (HSIEN).
(*viâ* MO-SHA FERRY AND HSIN-P'ING).

126½ miles.

11 stages.

Authority.—Captain H. R. Davies, January 1900.

Epitome.—This route forms an alternative route from P'u-êrh to Yün-nan Fu.

A fairly good mule-road.

Passing over hilly and undulating country, the route in stage 4 makes a steep descent to the Red river, which is crossed at Mo-sha ferry. It then ascends the left bank, reaching the summit (7,100 feet) in stage 6. Thence it descends to Hsin-p'ing Hsien in stage 7. Ascending out of the plain, the road passes over undulating country and in stage 11 ascends to the summit of the range bordering the Hsin-p'ing plain (height 6,700 feet) whence it descends to the plain.

Camping ground.—Good except at stages 5, 8 and 10.

Water.—Good except at stage 5.

Fodder.—Little grazing throughout.

Supplies.—Small.

No. of stage
and total
distance.

DETAILS.

1	I-WAN-SHUI	... 12 m.	General direction north. Leave T'a- lang (4,650 feet) by the north gate. The road at first follows up the plain which is ¼ mile wide to Ch'ang-cha'i (6 houses) at 2¾ miles. Here the plain ends, but the road continues to follow up the Pi-shuo Ho in a narrow valley, passing Pi-shuo (60 houses) at 6¼ miles. This village, measuring 200 yards square, is surrounded by a mud wall 12 feet high, 3 feet thick. At 7¾ miles the low ridge which separates the Pi-shuo Ho from another small stream is reached at 5,050 feet. From here down the bed of a stream 1 or 2 yards wide to 4,300 feet to 10¼ miles. Thence steadily up a spur, passing Ti-yu-k'o (12 houses) at 11 miles (5,100 feet) to I-wan-shui (15 houses) (5,600 feet).
---	------------	-----------	--

Camping ground.—Fairly good.

Water.—From small stream.

Fodder.—A little grazing.

ROUTE No. 94—*contd.*

2 MA-LU-T'ANG 12 m. 4 f. General direction
n or th-nor th-we st.

24 m. 4 f.

Up a little at first and then round the hillside nearly level till at $1\frac{3}{4}$ miles Hai-nung-ch'ing is left on the left, and the road ascends steeply to 6,600 feet at $2\frac{1}{4}$ miles, and then goes up gradually to the top of a spur at $3\frac{1}{4}$ miles (6,750 feet); nearly level along the spur to $4\frac{3}{4}$ miles, then steeply down, passing Tung-ch'uan-chai (12 houses), at 5 miles and reaching the bottom at $5\frac{3}{4}$ miles when a stream is crossed at 5,650 feet. Hence steeply up to 6,400 feet at $6\frac{1}{2}$ miles and down again a little to a tributary of the stream just crossed, reaching 5,900 feet at $7\frac{3}{4}$ miles. Nearly level up this stream to $8\frac{1}{2}$ miles and then steeply up, passing Pan-p'o (15 houses) at $8\frac{3}{4}$ miles and reaching the top of the range which is the watershed between the Black and Red rivers at $10\frac{1}{2}$ miles (7,400 feet). Hence slightly down and along a narrow valley to the Lo-lo village Ma-lu-t'ang (50 houses, 6,900 feet). At $5\frac{3}{4}$ miles, stream from the right, (12 yards \times 1 foot).

Camping ground.—Good.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Fairly good.

3 WA CHIAO ... 7 m. 4 f. General direction
north-east. Level

32 m.

at first down the side of a small plateau, $\frac{1}{4}$ mile wide till at 1 mile the road leaves the plateau and turns off up and down across little spurs, gradually becoming higher till at 3 miles it reaches a bigger spur, which it follows down by a nearly level road, till at $4\frac{3}{4}$ miles it begins to descend, reaching at $7\frac{1}{2}$ miles Wa-chiao (100 houses).

Camping ground.—In terraced fields.

Water.—From small streams.

Supplies.—Fair.

4 MO-SHA OR NAN- 13 m. General direction
TU FERRY. north-east. Very

45 m.

steeply down to the Hua-chia Ho, which is crossed at $2\frac{1}{4}$ miles. Thence gradually up a steep hill to A-ku-lu at $5\frac{1}{2}$ miles (10 houses). Then very steeply down to the Shan village of Tu-li (25 houses) at 8 miles. Here are good camping grounds and supplies. From here a gradual descent is made to the Red river, which is crossed in the Mo-sha plain.

At the ferry the Red river is 100 yards wide and 8 feet deep. One boat available taking 12 mule-loads or 3 mules or 20 men. The boat is 30 feet long with 4 feet beam.

ROUTE No. 94—*contd.**Camping ground.*—Large.*Supplies.*—Good on both banks.

5 CHIA-TI-MO ... 10 m. 6 f. General direction
north-east. A level

55 m. 6 f.
road up a little side valley, passing Nan-tu (10 houses) at $\frac{1}{4}$ mile and Ta-t'ien-fang, Shan village of 12 houses at $3\frac{1}{2}$ miles. There are good camping grounds and water and fair supplies. Still level up a valley 200 yards wide till at $5\frac{1}{2}$ miles the road goes very steeply up a spur reaching the summit at $7\frac{1}{4}$ miles. From here more gradually up along the hillside passing at 10 miles Fei-kan-mo (6 houses) and $\frac{3}{4}$ mile beyond Chia-ti-mo is reached. Here there are 20 houses, 2 temples and an inn.

Camping ground.—Round the village. Not very much flat ground.

Water.—From a pond, muddy but said to be drinkable.

6 HSIN-P'ING-HSIEN 16 m. General direction
north-east. Gradu-

ally up a spur to 7 m. 6 f.
5,500 feet at 1 mile. Thence steeper up reaching 6,400 feet at $2\frac{1}{2}$ miles. A little level going and then down to 5,850 feet at $3\frac{1}{4}$ miles. From here some up and down, till at $4\frac{1}{2}$ miles (5,650 feet) the road crosses a small stream, and rises steeply up to 6,600 feet at $5\frac{1}{2}$ miles. Hence up gradually to the top of the range at $6\frac{3}{4}$ miles (7,100 feet). Some level going and then down to a saddle at $8\frac{1}{2}$ miles (6,150 feet). Thence very gradually up passing Ma-ch'ang (20 houses), $\frac{1}{4}$ mile on the left at $9\frac{1}{2}$ miles, and reaching 6,530 feet at $10\frac{1}{4}$ miles. Hence down hill till the Hsin-p'ing plain is reached at 5,100 feet at $12\frac{3}{4}$ miles. Hence slanting half across and half down the plain, passing I-pên-chia (20 houses) at 13 miles, and Hsiao-shan-t'ai (30 houses) at $14\frac{1}{2}$ miles, reaching the south gate of Hsin-p'ing at $15\frac{3}{4}$ miles. Town in two bits, each surrounded by a wall, containing altogether 700 houses. Several temples. Inns in suburb outside east gate. Height 5,000 feet. If this march is done in two, Ma-ch'ang is the only place to halt at.

Supplies.—Large.

7 HSIN-KAI ... 10 m. 2 f. General direction
north-nor t h-e a s t.

82

Leave Hsin-p'ing by the east gate, Along the plain for $\frac{1}{2}$ mile to Ma-chia-ch'ing. Then turn off northwards rising from 1 mile to the top of the ridge at 2 miles (6,300 feet). Thence down, gradually at first and afterwards getting steeper reaching the bottom at $4\frac{1}{2}$ miles (4,700 feet). Here a stream is crossed and the road goes over the end of a spur

ROUTE No. 94—*contd.*

till another stream is crossed at $5\frac{1}{2}$ miles (4,850 feet). From here up steep to 5,650 feet at $6\frac{1}{4}$ miles. Hence gradually up, passing Pai-hu-t'ang (20 houses) at 7 miles. Just beyond this is the boundary between Hsin-p'ing Hsien and Hsi-wo Hsien. At $8\frac{1}{2}$ miles 6,000 feet is reached, and the road goes down to Hsin-kai (20 houses, 5,300 feet).

Rivers.—At $4\frac{1}{2}$ miles stream from left (6 yards \times 6 inches). At $5\frac{1}{2}$ miles stream from left (8 yards \times 1 foot).

Camping ground.—Large.

Water.—Good.

Supplies.—Fair.

Fodder.—A little grazing.

8 HU-LU-P'ENG ... 12 m. General direction
north-north-east.

94 m Down a stream in a valley 300 yards wide, crossing the stream at one mile, and passing Shan-chu-wo (20 houses) at $1\frac{1}{2}$ miles. Just beyond this, turn up the valley of another stream which joins the first, till, at $2\frac{3}{4}$ miles, a small side stream is crossed (4,850 feet) and the road ascends steadily up a spur, reaching 6,350 feet at $6\frac{1}{2}$ miles. Hence nearly level passing Ti-ssü-mo (4 houses) at $7\frac{1}{4}$ miles. The big village of this name is $\frac{1}{2}$ mile off the road to the left. At 8 miles the road again goes up, reaching 6,900 feet at $8\frac{3}{4}$ miles. Thence nearly level over the top of the range till from 7,000 feet at $10\frac{1}{4}$ miles, the road goes down a narrow valley passing Lo-li-ch'ung (10 houses) at 11 miles, and from there crossing a little spur to Hu-lu-p'êng (20 houses) in a little plateau containing other villages. Height 6,500 feet.

Rivers.—At 1 mile, stream from left (8 yards \times 1 foot). Crossed by mule-bridge 12 yards long. Could be forded.

Camping ground.—Large.

Fodder.—Very little grazing.

Supplies.—Small.

9 SSÜ-CH'ÉNG ... 9 m. 4 f. General direction
north. Up gradually

103 m. 4 f.

plateau, reaching 7,000 feet at $2\frac{1}{2}$ miles. Thence nearly level over the same sort of plateau.

At $3\frac{1}{2}$ miles a road goes off to the right to K'un-yang (Hsien) three days off. At $4\frac{1}{2}$ miles is Chia-tso (12 houses) on the right; here is an iron mine. From 5 miles the road begins to go down very gradually, still over the same sort of country, till a stream is crossed, and then there is a slight ascent up to Ssü-ch'êng which,

ROUTE No. 94—*contd.*

with the neighbouring village of T'a-lung, contains 70 houses. A large temple. Height 6,000 feet. Ssü-ch'êng is surrounded by a mud wall 12 feet height.

Camping ground.—Good.

Water.—Good.

Fodder.—A little grass.

10 MA-T'OU-SHAN 11 m. 6 f. General direction
no rth-n or t h-e ast.

115 m. 2 f. Up to Chiu-kai (20 houses); temple at $1\frac{1}{4}$ miles (6,700 feet), reaching the top of the spur at $1\frac{3}{4}$ miles (6,850 feet). Hence steadily down hill, passing Shang-k'e (15 houses, 5,600 feet) at $4\frac{1}{2}$ miles. Here is a stream forming the boundary between the districts of Hsi-wo and I-mên. At 5 miles the road branches into two alternatives, one passing through Shih-kai (30 houses) at $7\frac{1}{4}$ miles, and the other more to the west passing Ti-mo-shan (10 houses) at $7\frac{1}{4}$ miles. Both are within sight of each other and meet at Ts'ang-shang (20 houses and temple) at $8\frac{1}{4}$ miles after crossing a stream at 8 miles. At $8\frac{3}{4}$ miles the I-mên Ho is crossed (4,500 feet). Hence a steep ascent to 4,950 feet at 9 miles, and more gradually up to Ma-t'ou-shan (a Lo-lo village of 20 houses). Height 5,900 feet.

Rivers.—At 8 miles, stream from right (10 yards 1 foot.) in bed 20 yards wide. Wooden mule-bridges. At $8\frac{3}{4}$ miles I-men Ho from right (25 yards \times 1 foot). Ford.

Camping ground.—In field.

Water.—Good, from a stream.

Fodder.—A little grazing.

Supplies.—Very small.

11 I-MÊN HSIEN 11 m. 2 f. General direction
n or th-n or th-eas t.

126-m. 4 f. Steeply up to the top of a big spur at 1 mile (6,700 feet). Thence nearly level across the top of the spur till at $3\frac{1}{2}$ miles 6,900 feet is reached. Hence down, reaching I-wan-shui (12 houses) at $4\frac{3}{4}$ miles (5,800 feet); from here over a little spur to P'u-pei (40 houses, temple, and inn) at $6\frac{1}{2}$ miles (5,400 feet). From here nearly level among low hills to I-mên Hsien (300 houses). 2 large temples. Height 5,350 feet.

Camping ground.—Large.

Fodder.—Very little grazing.

Supplies.—Good.

ROUTE No. 95.

FROM WO-CHIA (HSIEN) TO CH'U-HSIUNG (HSIEN).

76 miles.

7 stages.

Authority.—Captain C. Ryder, February 1899.*Epitome.*—This road connects the small town of Wo-chia with the main trade-route from Ta-li to the Capital.

A fair mule-road for the first four stages, after which it improves and in stage 7 is very good.

Crossing hilly country, the road descends to the Mao-p'ü-tzŭ ferry over the Red river in stage 3. It then enters a narrow defile, ascending fairly easily and in stage 4 descends. It continues over hilly country to Nan-an (Hsien) in stage 6, whence a good, unpaved road leads to Ch'u-hsiung.

Camping grounds.—Bad for the first four stages, then good.*Water.*—Good.*Supplies.*—A few.*Fodder.*—Little grazing throughout.

No. of stage and total distance.	DETAILS.			
1	TA-ME-TI	...	8 m. 4 f.	} See Route No. 96 Stages 1—3.
8 m. 4 f.				
2	MAO-P'U-TZŪ	...	6 m. 6 f.	
15 m. 2 f.				
3	T'U-T' IEN	...	10 m. 4 f.	
25 m. 6 f.				
4	HSIAO-T'ANG	15 m. 2 f.		
41 m.	(ELEVATION 4,000').			

General direction
north, a little east.

The first 6 miles is a long descent down a spur to a stream. The last 2 miles, descent is steep, elevation 3,000 feet. The road now proceeds up this stream for $2\frac{1}{2}$ miles, crossing and recrossing the stream several times. It then branches off and continues up a small tributary (San-ch'a Ho) for $6\frac{1}{2}$ miles. At this point it ascends to the right for 400 feet to the small village of Hsiao-t'ang.

ROUTE No. 95—*contd.*

From 6 miles the road is almost level, and leads over the beds of the two streams.

An easy stage.

Rivers.—At 6 miles stream (12 yards \times 1 to 2 feet).

Camping ground.—Small.

Supplies.—A few cattle and goats.

5	TA-TSO	... 14 m.	General direction
(ELEVATION 6,800').			north, a little east.

55 m.

From Hsiao-t'ang

the road descends to the San-ch'a Ho stream again and then continues to follow up this stream for 9 miles. At 9 miles the valley begins to be much narrowed until at 11 miles it is only about 30 yards across. The road to this point is slightly ascending and rather rough. From 11 miles the road leaves stream and ascends a spur at first steeply and then gradually to 6,800 feet at 13 miles. It is then practically level to the village of Ta-tso at 14 miles.

A fairly easy stage.

Camping ground.—Good.

Supplies.—Few.

6	NAN-AN (HSIEN)	8 m.	General direction
(ELEVATION 6,500 feet).			north, a little east.

63 m.

From Ta-tso, road

is practically level, winding about low hills to $2\frac{1}{2}$ miles. At this point a small stream is struck, down the course of which road continues for 2 miles. At $4\frac{1}{2}$ miles stream is crossed by a stone bridge. The road still continues down this stream to within a mile of Nan-an. It then leaves stream and, after crossing a small hill, enters Nan-an plain across which it proceeds for 1 mile to Nan-an. Headquarters of a District Magistrate.

7	CH'U-HSIUNG	... 13 m.	General direction
(HSIEN).			north. Path generally level, unpaved

76 m.

and good. Circling round gentle cultivated slopes pass Hsiao-shih-t'un at $2\frac{1}{2}$ miles. After running level along a fir-clad ridge the road descends at 7 miles to the valley of the Chou-ch'i Ho. Thence the road crosses two valleys, the Shang-pei-miao and Wang-ohia-pa, and after the latter reaches the town. Headquarters of a District Magistrate.

Rivers.—Chou-ch'i Ho crossed at mile 8 nearly dry, 10 yards wide. Stone arch bridge.

ROUTE No. 96.

FROM WO-CHIA (HSIEN) TO I-MÊN (HSIEN).

92 miles.

9 stages.

Authority.—Captain L. D. Fraser, February 1900.

Epitome.—Fair mule-road throughout. The route follows Route 95 for the first three stages and then turns east and passes over hilly country, very rough and narrow in places in stages 7 and 8, crossing several streams, fordable in the dry season, and in stage 9 runs over easy country to the town.

Camping grounds.—Good at stages 5 and 9; for a battalion at 2, 3 and 6 and for 500 men only at the others.

Water.—Good.

Fodder.—Poor grazing throughout.

Supplies.—Few.

No. of stage and total distance.	DETAILS.		
1 8 m. 4 f.	TA-ME-TI	...	8 m. 4 f. General direction north-east by east. Narrow but firm mule-track.

The road runs through paddy-fields for 500 yards to Lao-ku-shan when it descends fairly steeply along the hill-side to the Ting-hsin Ho (2 miles) and, crossing to the right bank, winds easily up the hill-side by a narrow road in good condition and, reaching I-wan-shui at $5\frac{2}{3}$ miles, ascends easily up a spur to the camp.

The Ting-hsin Ho is 12 yards wide, $2\frac{1}{2}$ feet deep, with rapid current and bed of large stones and boulders. Spanned by wood cantilever bridge, 13 yards long, roadway 6 feet, with brick buttresses and tiled-in roof.

Camp at I-wan-shui for 200 men.

Camping ground.—At Ta-me-ti for 500 men.

Supplies.—Nil.

2 15 m. 2 f.	MAO-P'U-TZU	6 m. 6 f.	General direction east by north. Narrow firm mule-road with
-----------------	-------------	-----------	---

steep descent to Ta-chiang Ho.

Crossing the ridge 250 yards beyond camp the road descends easily, passing Yang-mê-shu at $1\frac{1}{2}$ miles and Pei-yin-shan at $3\frac{2}{3}$ miles, and then descends steeply, and for the last 300 yards very steeply, to the Ta-chiang Ho, which is crossed at $5\frac{2}{3}$ miles just

ROUTE No. 96—*contd.*

above its junction with the Hsiu-ch'in Ho. The road ascends the left bank steeply for 500 yards and then easily along a ridge to the village.

The Ta-chiang Ho. or Red river is 35 yards wide, $2\frac{3}{4}$ feet deep with moderate current; bed of small stones and very steep approaches, the right approach being also loose and stony.

Camp at Yang-mê-shu for 350 men. At Pei-yin-shan for 450 men.

Camping ground.—At Mao-p'u-tzū for a battalion.

Supplies.—Scarce.

3	T'U-T'IENT	...	10 m. 4 f.	General direction
				north-east. Narrow
				but firm mule-road,

25 m. 6 f.
steep in places. The road ascends the valley of the Hsiu-ch'in Ho winding easily up the hillside on the right bank and crossing several small streams. At $4\frac{5}{8}$ miles the road descends to the Cha-ch'in Ho ascending thence steeply by a loose stony road to Ta-shui-t'ien at $5\frac{1}{4}$ miles. The road continues to wind up the side of the valley and at $6\frac{7}{8}$ miles makes a steep ascent of 1,000 yards and then runs level along the ridge to Man-mao ($9\frac{1}{4}$ miles) where it crosses the head of the range and descends easily along a spur to the village.

The Cha-ch'in Ho is 6 yards wide, 1 foot deep with bed of large stones and rapid current. Approaches loose and steep.

Camp at Ta-shui-t'ien for 350 men. At Man-mao for 100 men. Water scarce.

Camping ground.—At T'u-t'ien for a battalion.

Supplies.—Small.

4	HSIU-SHAO	...	10 m. 4 f.	General direction
				north-east by east.
				Steep approaches to
				the Ma-lung Ho.

36 m. 2 f.
Continuing to descend the spur the road at $1\frac{3}{4}$ miles bifurcates, the left branch going north to Nan-an, while the route itself continues to descend easily and at $3\frac{5}{8}$ miles very steeply to the Ma-lung Ho ($4\frac{1}{4}$ miles). The road ascends the opposite bank very steeply reaching Ma-lung-ho-pien at 5 miles and now winds round a succession of steep hillocks, the ground being covered with deep fissures which make a direct road impossible. At $7\frac{3}{8}$ miles the road reaches a ridge up which it ascends easily to the village.

The Ma-lung Ho is 20 yards wide, $1\frac{3}{4}$ feet deep; bed of large stones; 200 yards wide; gentle current.

Approches very steep.

Camp in the Ma-lung plain for a brigade on stony ground in the dry season. At Ma-lung-ho-pien for 150 men.

ROUTE No. 96—*contd.*

Camping ground.—At Hsiu-shao for 500 men. Good temple.

Supplies.—Few.

5	TA-CHIA-MA	... 15 m.	General direction east-north-east. Good mountain track with easy gradients.
51 m. 2 f.			

From camp the road runs level in a north direction along the ridge where it bends east by south and winds along the hill-side of a small valley crossing several small unimportant streams, and passing $\frac{1}{4}$ mile to the right of Tsang-chia-hsin at $9\frac{5}{8}$ miles, takes an east by north direction and runs level along a narrow ridge. At $12\frac{1}{2}$ miles a road branches the south-east to Yu-lung meeting the main road again at Tsang-chia-ch'ang (*see* stage 7) and the route descends gently and at $14\frac{1}{4}$ miles steeply to the Yu-lung Ho ($14\frac{5}{8}$ miles) and crossing to the left bank ascends easily through paddy-fields to the village.

The Yu-lung Ho is 18 yards wide, 9 inches deep, with gentle current and bed of small stones. Right approach steep. Left good.

Camp at Tsang-chia-hsin for 200 men. No supplies.

Camping ground.—At Ta-chia-ma for a brigade in the paddy-fields. Good temple.

Supplies.—In small quantities.

6	CHIU-TI-CHI	... 10 m. 4 f.	General direction east-north-east. Mule-road in good condition.
61 m. 6 f.			

The road ascends easily at first and then steeply to the summit of the range at $1\frac{1}{2}$ miles when it takes a north-east direction and after passing for $1\frac{1}{2}$ miles over a grassy table-land $1\frac{1}{4}$ miles broad, ascends to the summit of a small peak, where an alternate route to Tsang-chia-ch'ang branches off to the right *via* Fa-piao at $5\frac{3}{4}$ miles. The road now descends easily along a spur, passing Ku-chia-ho at $8\frac{1}{2}$ miles and Hsin-shan at $9\frac{3}{4}$ miles, and descends from the latter village rather steeply for 500 yards to the stream of the same name, crossing to the left bank of which the road winds round the hill-side to the village.

The Hsin-shan Ho is 8 yards wide, 1 foot deep, with gentle current, bed of stones 30 yards wide, right steep approach; left good.

Camp at Ku-chia Ho for 200 men. At Hsin-shan in paddy fields (if not under irrigation) for a battalion.

Camping ground.—At Chiu-ti-chi for 800 men.

Supplies.—Scarce.

ROUTE No. 96—*contd.*

7 SAN-CHIA-CH'ANG. 11 m. 4 f. General direction east by south. Bad mule-road, rough, stony and narrow in places with steep gradients. The road ascends to the head of a small valley, passing Wa-tsê-tien at 1 mile, and from the crest at 2 miles descends easily down a long low spur, rough and stony reaching Ko-sun-lang at $4\frac{5}{8}$ miles. Here a road branches north-north-west to Nan-an. Descending to the Ko-sun-lang Ho 2 miles further on, the road, which is now rough and stony, follows the bed of a small tributary stream for $\frac{1}{2}$ mile when it ascends the ridge bounding the right bank of the stream. Reaching the crest at $7\frac{5}{8}$ miles, the road then descends into a dry water-course down which it runs and is very steep and rough. The foot of the *nullah* is reached at $9\frac{1}{8}$ miles and the road now debouches on the bed of the San-chia Ho, which it follows, crossing and recrossing the stream many times, the ground being rough and stony. At 10 miles the road turns east and runs along the hill-side skirting the left bank, the gradients being in places steep and the path narrow. At 11 miles the road descends to the stream which runs between precipitous cliffs and, after a steep descent of 700 yards, reaches the village which is situated at the junction of the stream with the Hsiao-chiang Ho

The Ko-sun-lang Ho is 10 yards wide and shallow. Stony bed 25 yards wide. Left approach steep and stony; right stony.

The Tsan-chia Ho at the crossings has an average width of 6 yards, depth 1 foot, with gentle current and stony bed 35 yards wide. It runs between steep hills, becoming precipitous 2 miles above the village.

At $4\frac{1}{4}$ miles there is a pond of good water (said to be muddy in the rains) close to the road-side where 100 horses could be watered. Good approaches.

Camp at Wa-tsê-tien for 250 men. At Ko-sun-lang for 400 men.

Camping ground.—At San-chia-ch'ang for a battalion in the dry season on the banks of the stream.

Camp for a division $2\frac{1}{2}$ miles north of the village in the dry season, on the left bank.

Supplies.—Small.

8 LIANG-SHIH-SHAO. 9 m. 2 f. General direction east-north-east. Steep ascent by narrow road from the Hsiao-chiang Ho for $3\frac{3}{4}$ miles. Remainder easy gradients.

The road runs along the hill-side in a north direction, skirting the right bank of the Hsiao-chiang Ho, and, crossing to the left

ROUTE No. 96—*contd.*

bank, ascends the latter for 1,200 yards when it turns north-east up a stony *nala* and ascends the hill-side easily. At $3\frac{1}{2}$ miles the main range is joined and the road, which is now narrow and stony, ascends steeply to Ch'i-p'u-lang ($5\frac{3}{4}$ miles) and 250 yards beyond reaches the ridge, along which it runs with easy gradients to the village.

The Hsiao-chiang Ho is 36 yards wide, $2\frac{3}{4}$ feet deep near either bank and $1\frac{1}{2}$ feet deep in midstream owing to sand banks. Sandy bottom, bed of stones 35 yards wide on either bank. Moderate current. The stream runs between steep hills and is fordable in the dry season only. No boat here.

Camp can be formed anywhere on the river bank for 500 men. At Ch'i-p'u-lang in clearings north of the road for a battalion.

Camping ground.—At Liang-shih-shao for 400 men.

Supplies.—Nil.

9 I-MEN HSIEN 9 m. 2 f. General direction east.

91 m. 6 f.

Good mule-road with easy gradients.

The road winds along the ridge for $1\frac{3}{4}$ miles when it descends easily along a spur, passing Pu-tsê-shao at 3 miles, making a short descent to a small *col* at $4\frac{3}{4}$ miles, passes Yung-chang-shao at $5\frac{1}{4}$ miles and descends a narrow defile for $1\frac{1}{4}$ miles when it skirts a small *nullah* into which it descends at $7\frac{1}{4}$ miles, running level between the thickly-wooded slopes. At $7\frac{3}{4}$ miles the road passes a large rock temple where is the subterraneous exit of the Ta-lung Ho and the road skirts the right bank till at $8\frac{1}{2}$ miles it debouches on a cultivated plain in which the town is situated. Head quarters of a District Magistrate.

The Ta-lung Ho is 7 yards wide, 1 foot deep, with pebbly bed and gentle current.

Camp at Pu-tsê-shao for 400 men.

Camping ground.—For a division in the plain of I-men.

Supplies.—In fair quantities.

ROUTE No. 97.

FROM NAN-AN (HSIEN) TO YÜN-NAN FU.

95 miles.

9 stages.

Authority.—Captain C. Ryder, March 1899.*Epitome.*—A rough, unpaved mule-road, difficult for six stages then a good mule-road, passable by mounted troops.*The road crosses rough, stony, hilly country intersected by fordable streams of which the largest is the Lu-fêng-ta Ho, which is reached in stage 4. In stage 6, the road passes over undulating country until it effects a junction with the main Ta-li road.**Camping grounds.*—Small.*Water.*—Good.*Supplies.*—Few in the first six stages.

No. of stage and total distance.	DETAILS.
1 11 m.	<p>HSIA-LO-MO ... 11 m. General direction east-north-east. Fair path, narrow and unpaved. Out of town by gate, circle round up hill overlooking the town to 7,300 feet at mile $1\frac{1}{2}$, then level along broad ridge, park-like country, to mile 5; height 7,000 feet; crossing ridge and down bare spur to Hsiao-kai (4 houses) at mile $7\frac{1}{2}$, continue down hill to narrow valley at mile 8, cultivated, 100 yards wide; follow this down to mile $10\frac{1}{2}$, passing two small hamlets, Mê-ti-p'ing and Hsi-tsao-pa; cross stream, the Lo-mo Ho; Shang-lo-mo on further bank, recross at mile 11.</p> <p><i>Rivers.</i>—Lo-mo Ho, crossed at mile $10\frac{1}{2}$ and 11; 15 yards bed, but nearly dry.</p> <p><i>Camping ground.</i>—At Hsia-lo-mo, 8 houses. No inn.</p> <p><i>Supplies.</i>—Very small.</p>
2 21 m. 4 f.	<p>PAI-YI-TS'UN 10 m. 4 f. General direction east-north-east. Path narrow, unpaved, but stony. Down narrow cultivated valley for $\frac{1}{2}$ a mile, cross stream and up steep spur to 7,200 feet, cross ridge at mile 5. Down spur; descent slight to mile $7\frac{1}{2}$, height 6,400 feet; then very steep down hill to mile 9, height 5,250 feet; down narrow valley, cultivated, passing two hamlets of Ma-an-shan at miles 9 and $9\frac{1}{2}$ and crossing stream the A-ch'ia Ho, several times, to Pai-yi-ts'un at mile $10\frac{1}{2}$. Mohammedan village, 10 houses. No inn. Height 5,200 feet.</p>

ROUTE No. 97—*contd.**Supplies.*—Small.

3 TA-CHUANG (IN 7 m. 4 f. General direction east-
LO-CH'UAN north-east. Path
29 m. PLAIN). narrow, unpaved,

but stony. Down narrow valley for $\frac{1}{2}$ a mile and uphill, at first steep, to mile 2, height 6,200 feet; level on ridge to mile 4. Down hill at first steep, then on long, bare spur to Pê-la at mile 6, across plain to Ta-chuang, mile $7\frac{1}{2}$. Scattered village, no inn. Height 4,750 feet. Plain about 6 square miles.

Supplies.—Fair from plain.

4 HSIA-A-NA ... 13 m. 4 f. General direction east.
42 m. 4 f. Path narrow, unpaved, stony. Through

fields to mile 1, over low ridge at mile $1\frac{1}{2}$ and down narrow valley to Lu-fêng-ta Ho at mile 3. Down right bank, passing P'ang-hai-ch'in, at mile $3\frac{1}{2}$, cross river at mile $4\frac{1}{2}$, and recross at mile $5\frac{1}{2}$ and again at mile $6\frac{1}{2}$ (*Note.*—This path is impassable in the rains, but a path goes over the hills and only crosses the river at mile $6\frac{1}{2}$.) Up dry bed of *nullah*, pass Hsia-ho-wei at mile $7\frac{1}{2}$, cross the *nullah* and continue up valley to mile 9, then up steep hill-side to 5,650 feet at mile $10\frac{1}{2}$, along bare level ridge to mile 13, then down spur to mile $13\frac{1}{2}$. Hsia-a-na, a group of four villages on terraced slopes; no inn; height 5,000 feet.

Rivers.—Lu-fêng-ta Ho met at mile 3, crossed at miles $4\frac{1}{2}$, $5\frac{1}{2}$ and $6\frac{1}{2}$. Fordable in rapids but deep between. General width 40 yards bed. Water at fords 20 yards by 1 foot deep.

Supplies.—Small.

5 SAN-HO-YI ... 12 m. General direction east
54 m. 4 f. Path narrow, unpaved, through fields,

no plain, but low slopes terraced, to mile $2\frac{1}{2}$, over low ridge at 5,400 feet, and down narrow valley to stream at mile 4, crossing Hsia-i-chou on right bank; then up hill-side; last mile up narrow valley to top at mile 7; height 6,800 feet, passing Hsi-ling-shao just before reaching top; down long spur to Wên-shui-tao 6,350 feet, mile $9\frac{1}{2}$; up small cultivated valley, 50 yards wide, to mile 10, over low ridge 6,450 feet, and down to San-ho-yi (20 houses), good temple, no inn, at top of long, narrow plain.

6 CH'ING-LUNG- 12 m. General direction
SHAO. north-east. Path
66 m. 4 f. fair, level, unpaved.

Down long narrow valley, passing Hsin-kai at mile 1 and Wochai-fu at mile $2\frac{1}{2}$. Then cross the valley, and skirt cultivation, passing Ai-chia-ying at mile $3\frac{1}{2}$. At mile 5 cross over low spur

ROUTE No. 97—*concl'd.*

and leaving Hai-wei and a small lake on the left, join main Ch'u-hsiung-Yün-nan road at mile 7, and reach An-fêng-ying at mile $7\frac{1}{2}$.

7	AN-NING (HSIEN)	10 m.	} See Route 36. Stages 19 to 21. }
76 m. 4 f.			
8	CH'ANG-P'O	... 8 m.	
84 m. 4 f.			
9	YUN-NAN FU	... 10 m.	}
94 m. 4 f.			

ROUTE No. 98.

FROM I-MÊN (HSIEN) TO NAN-AN (HSIEN).

57 $\frac{3}{4}$ miles.

5 stages.

Authority.—Captain C. Ryder, January 1900.*Epitome.*—Fair mule road, narrow in places.

The road is difficult and stony in stages 2 and 3, but improves in stage 4, though it is still narrow in places. It passes over hilly country intersected by streams, fordable in the dry season, and is steeply graded in places.

Camping grounds.—Fairly good, but small at stages 1 and 4.*Water.*—Good.*Fodder.*—Poor grazing throughout.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.
1	LIANG-SHIH- ... 9 m. 4 f. General direction west. SHAO. Path very fair. Skirt plain to mile 1,
9 m. 4 f.	up deep wooded valley, pass large temple Lung-wang-miao at mile 2; cross stream, continuing up valley on to hillside at mile 2 $\frac{1}{2}$, cross valley at mile 3 $\frac{1}{2}$, 6,100 feet, up not steep to Yung-chang-shao at mile 4 $\frac{3}{4}$, 6,600 feet, then a steep hill to 7,000 feet at mile 5 $\frac{1}{4}$; then gradual rise to Pu-tzū-shao at mile 6 $\frac{1}{2}$, 7,600 feet; up gradually on spur to 8,000 feet at mile 8, level on down-like ridge to Liang-shih-shao mile 9 $\frac{1}{2}$, 81,100 feet; 10 houses, no inn.
	<i>Rivers.</i> —At mile 2 cross stream, 4-yard arch, 2 feet deep; it issues out of cavern close by.
	<i>Camping ground.</i> —In fields.
	<i>Supplies.</i> —Very small.
2	SAN-CHIA-CH'ANG 9 m. General direction west; path bad, level to mile $\frac{3}{4}$; then
18 m. 4 f.	out on spur gradually descending to mile 3; descent steeper to Ch'i-p'u-lang at mile 4, 7,400 feet; level to mile 4 $\frac{1}{2}$; then steep descent short level stretch and very steep descent, path narrow to mile 6; 500 feet down spur to broad bed of stream; cross it and down rocky bed of small river; ford it at mile 8 $\frac{1}{4}$, 4,150 feet; keep 100 feet above river on hillside, down right bank to San-chia-ch'ang (copper mine) at mile 9, 4,300 feet; 40 houses, no inn.

ROUTE No. 98—*contd.*

Rivers.—At mile $8\frac{1}{4}$ cross small river 40 yards wide; a $2\frac{1}{2}$ feet deep ford, bed 100 yards wide, sandy bottom.

Camping ground.—In bed of river.

Supplies.—Small.

3 SHA-TIEN-KAI 12 m. 4 f. General direction
west; path very bad.

31 m.

Up valley on hillside, narrow path; at mile $\frac{1}{2}$ on face of cliff probably necessary to unload mules and carry across to mile 1, 4,800 feet; then steeper up hillside, becoming less steep past Shui-ching (4 houses) at mile $1\frac{3}{4}$; up side valley undulating on hillside into valley at mile 3, 5,400 feet; up over ridge at mile $3\frac{1}{4}$, 6,000 feet; down into narrow valley at mile $3\frac{3}{4}$, down it across another at mile $4\frac{1}{2}$, up hillside to mile $4\frac{3}{4}$, 5,800 feet; level on ridge to mile $5\frac{1}{2}$, down into narrow, cultivated valley up stream bed, dry, going good here, to mile $8\frac{1}{2}$, 5,900 feet; over low saddle at 6,000 feet, down into narrow, cultivated valley at mile 9, 5,500 feet; down dry stream bed to mile $10\frac{1}{4}$; cross very low saddle and narrow valley; up another, crossing low saddle at mile 11; down into broad cultivated valley to Shatien-kai at mile $12\frac{1}{2}$, 30 houses. Good official rest house, no inn.

Camping ground.—In fields.

Supplies.—Small.

N.B.—If mules cannot pass at mile $\frac{1}{2}$ they have to go round an extra 3 miles.

4 HSIN-KAI 12 m. 4 f. General direction
west; path moderate, very narrow in

43 m. 4 f.
places, cross stream, across field to mile $\frac{1}{2}$ over low spur, on which is Ta-chuang at mile $\frac{3}{4}$; recross stream at mile $1\frac{1}{4}$; across fields, cross stream at mile 2; up valley on hillside dip to side *nullah* at mile $2\frac{3}{4}$; up valley, cross stream at mile $4\frac{1}{2}$, 5,200 feet, past Wa-tsê-li at mile 5; turn up side valley at mile $5\frac{1}{2}$, sometimes in stream, sometimes on hillside. Path very narrow at mile 7 on hillside; cross valley at mile $7\frac{3}{4}$, 5,700 feet; up on hillside; cross ridge at mile $8\frac{1}{4}$, 6,100 feet, level on hillside to mile 9, down fairly steep into cultivated valley at mile 10, 5,500 feet, up it past Ta-ti-lu at mile $10\frac{1}{2}$ to mile $11\frac{1}{2}$; up on to spur at mile 12, cross small valley at broad spur to Hsin-kai, small 5-day bazar at mile $12\frac{1}{2}$, 5,900 feet, good house. No inn.

Rivers.—At commencement, and at mile $1\frac{1}{4}$, cross stream 50 yard bed, water 10 yards by 1 foot deep. At mile 2 cross branch of above, 30 yards bed, very little water. At mile $4\frac{1}{2}$ cross stream, 1 foot deep, by wooden bridge, 28 yards long, two spans stone pier (being replaced by arch).

Camping ground.—In bazar.

ROUTE No. 98—*contd.*

Supplies.—Very small.

5 NAN-AN (HSIEN) 14 m. 2 f. General direction
north-west; path
very fair, up spur to

57 m. 6 f.
ridge at mile $\frac{3}{4}$, 6,250 feet; along it slightly rising to mile $2\frac{1}{4}$, 6,400 feet; continue along ridge rising to 6,600 feet at mile $2\frac{3}{4}$ to mile $3\frac{1}{2}$; down steep to cultivated valley, cross stream at mile $4\frac{1}{2}$, 5,700 feet, cross valley past T'o-shao at mile $4\frac{3}{4}$; up steep to 6,400 feet at mile $5\frac{1}{2}$, gradual rise on ridge to 7,000 feet at mile $6\frac{1}{2}$ and to temple, T'o-shao-kuan at mile 9, 7,400 feet, dip rather steep on ridge at mile $9\frac{1}{2}$, 6,900 feet; level along ridge to mile $10\frac{3}{4}$; then down cross small rocky stream at mile $11\frac{1}{4}$, 6,400 feet; up narrow valley cultivated here and there on to ridge at mile 13, 6,800 feet; down slopes to Nan-an at mile $14\frac{1}{4}$, 6,500 feet; very small and poor walled town. Head-quarters of a District Magistrate. No good inn, but good temple.

Rivers.—At mile $4\frac{1}{2}$ cross stream 20 yards bed, water 5 yards by 1 foot. At mile $11\frac{1}{4}$ cross small rocky stream by 4 yard arch.

Camping ground.—On slopes.

Supplies.—Fair.

ROUTE No. 99.

FROM I-MÊN (HSIÊN) TO AN-NING (HSIEN).

36 miles.

3 stages.

Authority.—Captain H. R. Davies, January 1900.*Epitome.*—A fair mule-road, over easy country, intersected by fordable streams.*Camping grounds.*—Large.*Water.*—Good.*Fodder.*—Very little grazing.*Supplies.*—Fair throughout.

No. of stage and total distance.	DETAILS.	
1	YANG-HSING- CHUANG.	12 m. 6 f. General directions east. At first level along the north edge of the
12 m. 6 f.		
	I-mên plain passing the villages of Hsia-fang-t'un, Hsiao-ying and Ta-ying. At $3\frac{1}{2}$ miles leave the irrigated plain and go over some flat, rather higher-lying ground to the I-mên river (5,850 feet) which is crossed at 5 miles. Thence steadily up-hill, reaching 6,500 feet at $7\frac{1}{4}$ miles, passing Chin-shao (2 houses and temple) at 9 miles, and reaching the top of the range at 11 miles (7,350 feet). This is the watershed between the Red river and the Yang-tze and is the boundary between the I-mên and An-ning districts. From here down to a plain in which the first village is Yang-hsing-chuang (40 houses and 2 temples). Height 6,800 feet.	
	<i>Rivers.</i> —At 5 miles I-mên river, from the left 18 yards by $1\frac{1}{2}$ feet crossed by massive stone bridge, called Fei-lung-ch'iao.	
	<i>Camping ground.</i> —Large.	
	<i>Water.</i> —Good, from a stream.	
	<i>Fodder.</i> —Scarcely any grazing.	
	<i>Supplies.</i> —Fair.	
2	MI-YU-HO	... 12 m. 2 f. General direction north-north-east.
25 m.		Level road down a
	plain, at first not much cultivated, passing Yang-wan-chai (20 houses and temple) at 2 miles, Hsiao-lung-t'ang (30 houses and 2 temples) at $5\frac{3}{4}$ miles. Here is a good camping place. From here the valley which averages a mile in width is more cultivated. At $6\frac{3}{4}$ miles is Ku-ch'êng (20 houses), at $7\frac{3}{4}$ miles Mo-so-ying (40 houses and large temple); at $9\frac{3}{4}$ miles Hsiao-shih-chuang (15	

ROUTE No. 99—*contd.*

houses and temple). At 12 miles the river is crossed and Mi-yu-ho entered (40 houses and temple). Height 6,550 feet.

Rivers.—At 12 miles river from right (25 yards by 5 or 6 feet), very slow current, crossed by 3-arched stone bridge 40 yards long.

Camping ground.—Large.

Water.—From river and wells.

Fodder.—Very little grazing.

Supplies.—Fair.

3 AN-NING (HSIEN) 11 m. General direction
north-north-east.

36 m.

Continue down the plain, passing Tien-tung (15 houses) at $1\frac{1}{4}$ miles, and Erh-mu-ts'un (25 houses) at $3\frac{1}{4}$ miles. At $4\frac{1}{4}$ miles the road leaves the valley of the river and cuts off a corner by going over a low spur, reaching the top at 6,900 feet, at $5\frac{1}{4}$ miles. Hence down a little into some level rather broken country with very little cultivation, again coming to the river and crossing it at 8 miles, and thence down its valley near its left bank to An-ning (600 houses 3 large temples). Height 5,300 feet. An-ning is on the main road from Ta-li to Yün-nan Fu, one march from the latter. An-ning is the Head-quarters of a District Magistrate.

Rivers.—At 8 miles river from left (25 yards, by 5 or 6 feet) moderate current. Stone 2-arched bridge.

Fodder.—Very little grazing.

Supplies.—Good.

N.B.—If this route is done in two marches the best stage to make in the middle is Hsiao-lung-t'ang.

ROUTE No. 100.

FROM I-MEN (HSIEN) TO K'UN-YANG (HSIEN).

34 miles.

2 stages.

Authority.—Captain L. D. Fraser, February 1900.*Epitome.*—A good mule-road throughout, with easy gradients.*Camping grounds.*—Extensive.*Water.*—Good.*Supplies.*—Small at stage 1.

No. of stage and total distance.	DETAILS.	
1	PA-KAI	... 16 m. General direction east by north. Good mule road with easy gradients. Leaving the town in a north-east direction, the road passes over a cultivated plain, crossing the Ta-pan-shao Ho at $\frac{3}{4}$ mile and passing through several small villages. At $4\frac{1}{8}$ miles, the road descends gently through paddy-fields to the Chiang-chio Ho, and crossing it at 5 miles, winds easily up the opposite bank, crossing a succession of small spurs, and, traversing Hsin-yi-shao at $9\frac{1}{4}$ miles, reaches the summit at 11 miles.

It now descends easily to a grass plain 5 miles wide at the entrance to which is the village of Yang-hsing-chuang ($12\frac{3}{4}$ miles). Here a road branches off north-east to An-ning and Yün-nan Fu, whilst the route passes over the plain, traversing Ta-shan-miao at 14 miles; 400 yards beyond the village a road branches south-east to Hsin-hsing, whilst the route continues across the plain to the village.

The Ta-pan-shao Ho is 7 yards wide, 1 foot deep, with gentle current and pebbly bed. Spanned by elliptical single-arch stone bridge, 20 yards long with $13\frac{1}{2}$ feet roadway and good approaches.

The Chiang-ko Ho is 18 yards wide, 2 feet deep, with gentle current and pebbly bed; spanned by stone bridge 35 yards long (two spans) with 32-foot roadway, called the Fei-lung-ch'iao.

Camping grounds.—Camp can be found anywhere for a division on the I-mên plain in the fields not under irrigation, and the downs bordering the valley. At Hsin-yi-shao for 200 men. In the Yang-hsing-chuang plain extensive camps may be formed anywhere.

Supplies.—Small.

ROUTE No. 100—*contd.*

2

K'UN-YANG
(HSIEN).

18 m. General direction east.

Good mule road with
easy gradients.

34 m.

Continuing across the plain, the road crosses the Tien-sao Ho at 1 mile, and passing through Tao-lang-tan at $2\frac{1}{2}$ miles, ascends easily the range bordering the plain, reaching the summit at $4\frac{1}{2}$ miles. It then runs across a stretch of waste land covered with bracken and small fir trees, and at 7 miles descends gently to a narrow defile through which it runs for a mile, debouching on a large plain, partly under cultivation. Traversing Tien-to-ts'un at 10 miles the road crosses the plains and at $10\frac{3}{4}$ miles, enters a narrow defile through which runs the Tien-to Ho. The road ascends the hillside bounding the right bank of the stream until reaching the crest of the range at $14\frac{3}{4}$ miles, when it descends by a winding course with several short steep descents to the plain which is reached at $16\frac{3}{4}$ miles. The road now runs through cultivation to the town, which is situated on a small knoll in the south-west corner of and overlooking the Tien-ch'ih or Yün-nan lake. K'un-yang is the Head-quarters of a District Magistrate.

The Tien-sao Ho is 20 yards wide, $1\frac{1}{4}$ feet deep, with pebbly bed, gentle current and good approaches. Crossed by 3-span stone bridge, 22 yards long with 12-foot roadway.

The Tien-to Ho is 6 yards wide, 1 foot deep, with stony bed, moderate current and good approaches. Spanned by semi-circular single-arch stone bridge, 25 yards long, 22-foot roadway.

Camping grounds.—Extensive in the Tien-to plain and in the neighbourhood of K'un-yang.

NOTE.—These two stages appear long, but the road is good, and the gradient easy throughout, and no difficulty should be experienced. If necessary, they might be divided into three stages, *viz.*,—(1) Yang-hsing-chuan (12·7 miles); (2) Tien-to-ts'un (13·2 miles); (3) K'un-yang-Chou (7·9 miles).

ROUTE No. 101.

FROM HSIN-P'ING (HSIEN) TO T'UNG-HAI (HSIEN).

62 miles.

5 stages.

Authority.—Captain L. D. Fraser, April 1900.*Epitome.*—A road joining Hsin-p'ing with the main trade route from Yün-nan Fu to the Red river.

Fair mule-road for 3 stages, then good mule-road for a stage, and a good cart-road for the last stage.

The route passes over hilly, stony country for three stages, crossing several fordable streams, running in cultivated valleys. It then runs over undulating, but stony, country, descending in stage 5 to the plain in which T'ung-hai lies.

Camping grounds.—Large in the last three stages, for about 300 men at stages 1 and 2.*Water.*—Is rather scarce at stage 1, otherwise ample, but there is none *en route* for 8 miles in stage 4.*Supplies.*—Small *en route* throughout.

No. of stage and total distance.	DETAILS.		
1	MA-LU-TAN	... 12 m. 4 f.	General direction east by north. Fair mule track, but stony in places.

Traversing the plains, the road at $\frac{7}{8}$ mile crosses the Hsin-p'ing Ho at the village of Tai-pin-chao and then ascends easily, and crossing and undulating spur, descends again to the Hsin-p'ing Ho at $3\frac{1}{2}$ miles. Crossing to the left bank, the road ascends the steep ridge overlooking the stream. Passing through Shuan-yi-tang at $4\frac{3}{8}$ miles, the road then descends easily to a small valley, and, ascending the opposite slope at $5\frac{1}{4}$ miles, reaches the summit after a fairly easy ascent of $\frac{3}{4}$ mile. After winding along the summit of the ridge for $2\frac{1}{2}$ miles, the road descends easily for 1,000 yards to Shuan-lung on the right bank of the stream of that name; crossing which, the road ascends easily up a spur, and at $11\frac{3}{8}$ miles, descends fairly steeply to a small valley, along which it runs for a mile to the village.

The H'sin-p'ing Ho is 10 yards wide, and shallow, running in a stony bed 35 yards wide. The approaches are good, except at the 2nd crossing, where the left approach is steep.

ROUTE No. 101—*contd.*

The Shuan-lung Ho is 7 yards wide, and shallow, running in a rocky bed 30 yards wide. Crossed by a stone bridge of 2 spans, with 14 foot roadway. Left approach rather steep; right, good.

Camp in the Hsin-p'ing plain for a division, anywhere near the river banks. At Shuan-yi-tang for a division, but water is scarce.

Camping ground.—At Ma-lu-tan for 500 men.

Water.—Rather scarce.

2	PO-CHA	... 12 m. 4 f.	General direction east by north. Fair mule-track, but
25 m.			

stony in places.

After skirting the valley for a mile, the road ascends gently up the hills enclosing it and, reaching the summit at $1\frac{5}{8}$ miles, winds gently down the hillside, and at $2\frac{5}{8}$ miles fairly steeply, to a plain $\frac{1}{2}$ mile wide. Crossing the Kuan-yen Ho, the road at $4\frac{1}{4}$ miles ascends fairly steeply, by a rather narrow, stony path up the hills bounding the east of the plain.

Reaching Hsing-tan at $5\frac{1}{2}$ miles the road runs along the hillside to Wang-cha-sha ($7\frac{1}{4}$ miles). Thence it runs with easy gradients along a narrow spur, and at $10\frac{1}{4}$ miles is joined from the south-east by the main road (and telegraph line) from T'a-lang. Passing Lao-lu-kuan, 200 yards beyond, the road runs level till at $11\frac{1}{2}$ miles it descends easily for a mile to the village, which lies in a basin on the right bank of the Hsi-wo Ho.

Camp in the valley of the Kuan-yen Ho (a shallow fordable stream) for a division.

Camping ground.—At Po-cha for 200 men in the fields west of the village.

Supplies.—Scarce.

NOTE.—From the village a road goes south to Yüan-chiang.

3	HSI-WO (HSIEN)	... 10 m.	General direction north-east. Narrow mule-track, gene- rally in good condition, but loose and stony in places. Easy gra- dients.
35 m.			

The road winds along the hillside, skirting the left bank of the Hsi-wo Ho in a narrow defile shut in by hills 300 to 500 feet above the stream. The road passes through Hsiao-p'u-tzŭ at $1\frac{3}{4}$ miles and Ta-mêi-ti at $5\frac{1}{4}$ miles, after which the hills enclosing the defile are generally 300 feet higher than before. At $8\frac{3}{4}$ miles the road debouches on a paddy-plain and, skirting the stream enters the town by the west gate.

ROUTE No. 101—*contd.*

The Hsi-wo Ho averages 10 yards wide, and is shallow, with pebbly bed and gentle current.

There is no suitable camping ground in the defile, which is 200 to 400 yards wide, with hills sloping generally fairly steeply to the stream.

Camping ground.—Extensive, in the Hsi-wo plain.

Supplies.—Moderate.

NOTE.—From the town a road goes north to Yün-man Fu *via* Hsin-hsing.

4	HAN-YI-TS'UN	14 m. 2 f.	General direction east. Good mule road, with generally easy gradients but stony in places.
---	--------------	------------	---

Leaving the town by the east gate the road crosses to the left bank of the Ch'ü-chiang Ho, which it then skirts, running through poppy fields in a plain 1 mile wide. At 4 miles the plain opens out at the village of Hsiao-kai-tzū, and, crossing the plain, the road at $5\frac{3}{8}$ miles ascends the hills bounding the east side, by a fairly easy, though stony, path. Reaching the summit at $6\frac{3}{4}$ miles, the road passes over a stretch of waste land, and, crossing a small saddle, mounts to the summit of a narrow spur, along which it runs with easy gradients. At 12 miles the road descends to a small valley and, crossing to the summit of the opposite slope, descends at $13\frac{1}{8}$ miles fairly easily along the hillside to a plain $1\frac{1}{4}$ miles wide, at the head of which lies the village.

The Ch'ü-chiang Ho at the crossing is 24 yards wide, $1\frac{1}{4}$ feet deep, with gentle current, pebbly bed and good approaches. Crossed by a roofed-in bridge of 4 spans, 72 yards long, roadway 12 feet, of rounded timbers with planks on top. Stone piers and buttresses. Height above stream 18 feet.

Camp in the poppy-fields surrounding Hsi-wo Hsien for a division or more.

Camping grounds.—Ample accommodation near Han-yi-ts'un.

Water.—The country between miles 6 and 14 is barren and devoid of water.

5	T'UNG HAI HSIEN.	12 m. 6 f.	General direction south-east by east. Good cart road, paved, in good condition.
---	---------------------	------------	--

From the town the road skirts the hills bounding the west side of a well-cultivated plain $1\frac{1}{4}$ miles wide, and, traversing several villages, reaches at $1\frac{1}{4}$ miles the walled town of Ho-hsi Hsien. Here the plain opens out to contain the large T'ung-hai Lake, the south side of which the road skirts and, reaching Chiu-kai at $7\frac{3}{4}$ miles, bends east and skirts the south slopes of the plain to

ROUTE No. 101—*contd.*

the town. Both Ho-hsi and T'ung-hai are the Head-quarters of District Magistrates.

Camping grounds.—The plain, which is largely under poppy cultivation, would afford spacious camp accommodation anywhere.

Supplies.—Good.

ROUTE No. 102.

FROM AN-NING (HSIEN) TO K'UN-YANG (HSIEN).

23 miles.

2 stages.

Authority.—Captain C. Ryder, January 1900.*Epitome.*—A small side route, skirting the western shore of the Yün-nan Lake.

A good mule road.

Camping grounds.— } Good.*Water.*—*Supplies.*—Fair at stage 1.

No. of stage and total distance.	DETAILS.			
1	HAI-K'OU	...	12 m. 4 f.	General direction south-east. Path good, a cart track
12 m. 4 f. from mile 6, out by east gate, cross river and across fields, cross stream at mile 1; over broad, low hill, past tank at mile $2\frac{1}{2}$, slightly up over top at mile $3\frac{1}{2}$, 6,800 feet, down across small, cultivated valley at mile 4, 6,500 feet; through low saddle and down to river at mile $4\frac{1}{2}$, 6,500 feet; cross it, pass Huang-t'ang-ts'un at mile 5; up slightly and fairly level on hillside; river in valley to left; pass Tien-chi at mile $6\frac{1}{4}$, amongst low hills at mile 7, into valley again at mile $7\frac{3}{4}$, up it, passing Ta-yin-chuang at mile $8\frac{1}{2}$; along river bank at mile 101; pass Hsin-ts'un across river (plank bridge); at mile $11\frac{1}{2}$ cross slack stream to Hai-k'ou at mile $12\frac{1}{4}$; 80 houses, good inn, height 6,600 feet.				
<i>Rivers.</i> —At mile 1, cross stream, 8 yards wide by 1 foot deep, by stone slabs on piers, 3 spans, 25 yards in all. At mile $4\frac{1}{2}$, cross river (outlet of Yün-nan Lake) 30 yards wide, 4 feet deep; one boat 30 feet long with iron chain stretcher across river, ford near. At mile $11\frac{1}{2}$ cross stream, deep slack water, by 8-yard arch.				
<i>Camping ground.</i> —In fields.				
<i>Supplies.</i> —Fair.				
2	K'UN-YANG (HSIEN).		10 m. 4 f.	General direction south; path very fair, across fields and
23 m. up low slopes to 6,900 feet at mile $1\frac{3}{4}$, then up fairly steep on to ridge overlooking lake; along ridge rising to 7,600 feet at mile $3\frac{1}{4}$, down steeply into plain past Chiu-t'ai-ts'un at mile $4\frac{3}{4}$, Hei-t'ao-ts'un at mile $5\frac{3}{4}$ over low saddle at mile $7\frac{1}{2}$, 6,900 feet, into another				

ROUTE No. 102—*contd.*

plain past Ko-lo-an-ch'uan at mile $8\frac{3}{4}$ to K'un-yang at mile $9\frac{1}{2}$; long narrow town; through it to good temple inside south gate at mile $10\frac{1}{2}$, 6,700 feet, several inns. Head-quarters of a District Magistrate.

Camping ground.—In fields.

Supplies.—Good.

ROUTE No. 103.

FROM HSIN-HSING (HSIEN) TO I-MÊN (HSIEN).

48 miles.

4 stages.

Authority.—Captain C. Ryder, January 1900.*Epitome.*—A road connecting I-mên with the trade-route from Ssü-mao to the capital.

A good mule road.

The route passes over undulating country watered by small fordable streams; becomes somewhat narrow and in places stony in the last two stages.

Camping grounds.—Small.*Water.*—Good.*Supplies.*—Small en route.

No. of stage and total distance.	DETAILS.
1	TA-SHUI-T'ANG 10 m. General direction
10 m.	north, then west. Path good. Up
	plain; at mile 1 cross big bridge; at mile $3\frac{1}{4}$ over low graveyard spur, up plain to Pai-ching at mile $5\frac{1}{4}$; then turn sharp to left across plain, at mile $6\frac{1}{4}$, cross dry canal through Lin-hua-ch'ih at mile 7; up hill, steep at first then not steep to Ta-shui-t'ang at mile 10, 7,700 feet, 10 houses; no inn.
	<i>Rivers.</i> —At mile 1 cross stream, water 5 yards wide, 2 feet deep, by covered wood bridge, 62 yards long, in 5 spans stone piers. At mile $6\frac{1}{4}$ cross canal by 10-yard wooden bridge.
	<i>Camping ground.</i> —In fields.
	<i>Supplies.</i> —Very small.
2	HSIA-CHUANG- 11 m. 4 f. General direction west,
21 m. 4 f.	KAI. Path good, nearly
	level, amongst downs to mile $4\frac{3}{4}$, 7,900 feet highest point; then down gradually to Hsin-ch'in-ko in valley at mile $6\frac{3}{4}$, 6,900 feet; cross stream and down cultivated valley past villages at mile $9\frac{1}{2}$, and mile 10 to Hsia-chuang-kai at mile $11\frac{1}{2}$, 6,900 feet; two small inns and public granary, small bazar village.
	<i>Rivers.</i> —At mile $6\frac{3}{4}$ cross stream, little water, by 6-yard covered wooden bridge.
	<i>Camping ground.</i> —Around village.
	<i>Supplies.</i> —Small.

ROUTE No. 103—*contd.*

3 YANG-HSING- 13 m. 4 f. General direction
CHUANG. north-west; path

35 m.

very fair down narrow cultivated valley past Huo-shao-ying at mile 1; Hsing-chuan at mile 2 $\frac{1}{4}$. I-kuan-ying (a long village) at mile 3 $\frac{1}{2}$; Nan-ni-t'ien at mile 5 $\frac{3}{4}$; valley opens out, cross stream at mile 7 $\frac{1}{4}$, 6,400 feet, through Ch'i-kai-tzū at mile 8; at mile 9 $\frac{1}{4}$ cross stream. Skirt cultivation past Sha-ch'ang at mile 9 $\frac{1}{2}$; and at mile 10 cross stream, turn up open cultivated valley, leaving Pa-kai to right; through To-shao-miao at mile 11 $\frac{1}{2}$, Tiao-li-kuei at mile 12 $\frac{1}{4}$, up cultivated slopes to Yang-hasing-chuang at mile 13 $\frac{1}{2}$, 20 houses, no inn; 6,400 feet.

Rivers.—At mile 7 $\frac{1}{4}$ cross stream, water 4 yards by 1 foot, by covered wood bridge, 2 spans of 7 yards. At mile 9 $\frac{1}{4}$ cross stream, 15 yards by 2 feet, by 3 spans of 6 yards each, planks on stone piers. At mile 10 cross stream, little water, by 12-yard stone slabs.

Camping ground.—In fields.

4 I-MÊN HSIEN 12 m. 6 f. General direction

47 m. 6 f.

north-west; path fair, stony, on hill. Up narrow valley on to ridge at mile 1 $\frac{3}{4}$, 7,300 feet, slightly descending on hillside to mile 3 $\frac{1}{2}$, 6,900 feet, Chi-shao; winding on face of hill to old post at mile 5, 6,600 feet; down spur, steep only in one place, to branch of plain at mile 7 $\frac{1}{2}$, 5,200 feet; cross stream at mile 7 $\frac{3}{4}$; cross cultivation. Skirt it to mile 8 $\frac{1}{2}$, cross low, broad, bare spur past Chin-so at mile 9 $\frac{1}{2}$, then across plain; skirt tank past Mei-hus-ying at mile 10 $\frac{1}{2}$ to I-mên Hsien at mile 12 $\frac{3}{4}$, inn in south suburb, small walled town.

Rivers.—At mile 7 $\frac{3}{4}$ cross stream, 2 feet deep by 18-yard arch.

Supplies.—Good.

ROUTE No. 104.

FROM YÜN-NAN FU TO CHU-YÜAN.

97 miles.

7 stages.

Authority.—Captain L. D. Fraser, March 1900.*Epitome.*—The road is a good cart-road except in stages 2 and 3 where it is merely a badly-paved mule-track.*Camping grounds.*—Good at each stage.*Water.*—Good except at stage 4, where it is scarce.*Supplies.*—Good at stage 5, and in fair quantities at the other stages.

No. of stage and total distance.	DETAILS.		
1	T'O-TIEN	... 16 m. 2 f.	General direction east-south-east. Cart-road 4 yards wide, in excellent condition.

Leaving by the south-east gate, the road passes through suburbs to the Yün-nan plain, when it runs through cultivation and stretches of tomb-covered downs. Traversing Wu-wan-to, the road crosses the Kuan-po Ho, and at $2\frac{1}{8}$ miles reaches Kuan-shang. Here a road branches south to T'ung-hai, whilst the route itself, passing Shang-shui-cha ($4\frac{1}{4}$ miles), and Kan-ho-t'o (7 miles), crosses the Pan-chia Ho $\frac{1}{4}$ mile beyond the latter village and at $10\frac{1}{4}$ miles reaches Shui-hai-tzū. The road now ascends the range of low hills bounding the plain, and, passing Huang-t'u-p'o at $12\frac{3}{4}$ miles, reaches the summit $\frac{3}{4}$ mile beyond, descending thence to a small plain on which the camp is situated.

Rivers.—The Kuan-po Ho is 8 yards wide, 2 feet deep, with sluggish current and good approaches. Spanned by single-arch stone bridge.

The Pan-chia Ho is 15 yards wide, 1 foot deep.

Camping ground.—For a division.

Water.—Plentiful.

Supplies.—In fair quantities (paddy, etc.).

2	I-LIANG (HSIEN)	16 m.	General direction east by south. Cart-road, firm and paved in places, but a rough mule-track when crossing the hills.
---	-----------------	-------	---

The road passes over the plain, through Ch'i-ien ($\frac{5}{8}$ mile) and Mei-tien ($1\frac{1}{2}$ miles), whence it ascends easily to Ta-shao ($3\frac{1}{4}$ miles),

ROUTE No. 104—*contd.*

descending thence easily for $\frac{1}{2}$ mile and then steeply by a badly paved road to the small basin of the Yang-tsung-hai Lake. Reaching the level at $4\frac{3}{8}$ miles, the road traverses Chi-kan-p'u and skirts the north shore of the lake, till at $6\frac{1}{8}$ miles it crosses a small saddle in the range of low hills bordering the lake, and reaches T'ang-ch'ih. Crossing the K'ai Ho, the road runs over a cultivated plain to Tang-chia-ts'un ($8\frac{5}{8}$ miles), whence it ascends the range bordering the plain. The ascent, which is by a paved road in bad condition in places, is for 1,000 yards easy, and then steep, until reaching the summit at $10\frac{1}{4}$ miles. After running level for a mile, the road descends easily past Hsia-ho-shan and at 13 miles becomes steeper and rough, until at $13\frac{1}{2}$ miles it reaches a cultivated plain at Hsiao-p'o-chio over which it passes through Ta-t'sun ($13\frac{7}{8}$ miles) and Shan-ch'ih (15 miles) to the town. Head-quarters of a District Magistrate.

The K'ai Ho is 7 yards wide, 2 feet deep, with moderate current. Spanned by single arch stone bridge.

Camping ground.—For a division in the plain.

Water.—Good.

Supplies.—Fair supplies can be reckoned on.

3	LU-NAN CHOU	15 m. 4 f.	General	direction
			south-east.	Good
			cart-road	on the

47 m. 6 f.

level, but badly paved, with some steep gradients in places.

Leaving the town by the south gate, the road passes along a low embankment to the Ta Ho, or Ch'ü-ching Ho, and, crossing it at 2 miles, approaches the hills bounding the east of the plain. At $3\frac{3}{8}$ miles a road branches up hill north-east to Lu-liang Chou, and at $4\frac{1}{4}$ miles the route ascends the hillside fairly steeply by a badly-paved road, and at $5\frac{3}{8}$ miles winds easily round a series of low hills to the summit at $8\frac{1}{4}$ miles. After running east on the level for 2 miles the road descends easily for $\frac{1}{2}$ mile and then steeply by a badly-paved road to the plain of the Lu-nan Ho, which is reached at $11\frac{3}{4}$ miles. Skirting the west slope of the plain the road then runs in a south direction, through Pei-shan-ao, $12\frac{3}{8}$ miles to the town.

The Ch'ü-ching Ho is 82 yards wide, $4\frac{1}{2}$ feet deep, with gentle current and sandy bed. It is crossed by a trestle bridge of 20 spans, 95 yards long, 6 feet wide, flooring of rounded timbers covered with earth and straw. This bridge probably requires renewing at the beginning of each cold season, as it is of a temporary nature only. There are 6 boats at the ferry each capable of transporting 20 men with their kits.

Camping grounds.—Extensive in the plains of the Ta Ho and Lu-nan Ho.

ROUTE No. 104—*contd.**Supplies.*—In fair quantities.

4	TA-MEI-TI	...	15 m. 4 f.	General	direction
				south-east	by south.
				Good	cart-road

63 m. 2 f.
throughout with easy gradients.

Leaving the town by the east gate, the road passes through cultivation to the Lu-nan Ho and, crossing to the left bank, continues over the plain, which is studded with small bare hillocks. At $5\frac{1}{4}$ miles the road ascends easily up the range bounding the east of the plain to 6,800 feet, and at $7\frac{1}{2}$ miles descends gently to a second plain composed of arid soil thickly strewn with boulders. Passing Shui-shan at $19\frac{1}{2}$ miles the road and $13\frac{1}{4}$ miles crosses some downs and descends easily to the village.

The Lu-nan Ho is 18 yards wide, 2 feet deep, with moderate current and good approaches. Spanned by single-arch stone bridge with 11-foot roadway. Water scarce on the road.

Camps.—For a division could be formed anywhere near the banks of the Lu-nan Ho. There is a large pond of good water 1 mile south of Shui-shan, where a good camp might be situated.

Camping ground.—At Ta-mei-ti for a brigade in the village fields.

Water.—From small streams, not plentiful.

5	MI-LÊ HSIEN	...	13 m.	General	direction
					south-south-east.
					Good cart-road with

76 m. 2 f.
easy gradients. Winding round the hillside, the road descends gently at 3 miles to Pin-tzū, and, after running level for 3 miles, descends easily to a narrow plain shut in by high hills. Entering a narrow defile at 7 miles, the road skirts the left bank of the Hua-k'ou Ho passing Hua-k'ou at $7\frac{1}{2}$ miles. At 10 miles the plain widens out, being bounded by low hills sloping gently to the stream, and the road, passing Hsiao-p'u-tzū at $10\frac{7}{8}$ miles and Niu-p'i-ts'un $\frac{1}{4}$ mile further on, descends gently to the stream and, crossing to the right bank at $12\frac{3}{4}$ miles, reaches the town.

The Hua-ko Ho, at its crossing below the town, is 13 yards wide, 1 foot deep, spanned by stone bridge of 2 arches, 20 yards long with 20-foot roadway. No good camping ground at Pin-tzū owing to scarcity of water.

Camping grounds.—At Hua-k'ou in the plain south of the village, and after the 10th mile anywhere, camp can be found for a division.

6	TA-CHING-SHAO	11 m. 2 f.	General	direction
			south.	Level cart-
			road,	in good con-

87 m. 4 f.
dition.

ROUTE No. 104—*contd.*

From the town the road descends gently to the Nan-ch'iao Ho and, crossing at $\frac{1}{2}$ mile, skirts the left bank running level over a bare plain. The road traverses the village of Tsai-kua-shan at 1 mile, Shao-pu-tzū ($5\frac{3}{4}$ miles), Lao-wan-chang ($7\frac{1}{8}$ miles), Kao-wan-kai ($8\frac{3}{4}$ miles), Ta-t'ien ($9\frac{1}{2}$ miles), and thence reaches camp.

Rivers.—The Nan-ch'iao Ho is 30 yards wide, $2\frac{1}{4}$ feet deep, with gentle current, sandy bed and good approaches.

Crossed by a two-arched stone bridge, 60 yards long, with 17 foot roadway.

Camping ground.—For a division could be found anywhere in the plain near the river.

Water.—The villages through which the road passes have only a small water-supply. The plain is of poor soil, and there is little cultivation.

7	CHU-YÜAN	...	9 m. 6 f.	General	direction
				south.	Good cart-
				road	with easy

97 m. 2 f.
gradients.

The road continues to skirt the left bank of the river for $2\frac{3}{4}$ miles, when at the village of Hsien-kan-shao, it passes out of the valley and, crossing a *col*, descends gently through a defile $\frac{1}{2}$ mile wide until reaching Lan-tá-chia at $7\frac{1}{4}$ miles. Here the hills open out, and the road skirts the foot of the east slopes of a plain $1\frac{1}{2}$ miles wide, principally under sugarcane cultivation. Passing through Pa-cho-ts'un at $8\frac{3}{8}$ miles, and Nan-i-chai at $9\frac{1}{4}$ miles, the road reaches the village, which lies at the foot of a spur thrown out from the main eastern slopes of the valley.

Camping ground.—For a division.

ROUTE No. 105.

FROM YÜN-NAN FU TO MAN-HAO (*viâ* T'UNG-HAI
AND MENG-TZÛ).

77 miles.

16 stages.

Authiorty.—Captain H. R. Davies, May 1899, Mr. A.
E. Eustes, Consul, Tengyueh, 1918.

Epitome.—An important trade-route from the Capital to Tong-king.

The telegraph line follows the route.

A good level mule-road in good condition, except in stages 7, 15, and 16, where the gradients are steep.

The road runs level down the Yün-nan plain, skirting the eastern shores of the K'un-yang Lake, and in stage 4 ascends steeply to 7,500 feet, descending thence to the Chiang-chuan lake basin, ; and, crossing a small watershed (6,520 feet) in stage 5, descends to the T'ung-hai plain. Crossing a steep range (7,000 feet) in stage 7, the road descends to the Ch'ü-chiang Ho, and crossing by a foot-bridge, passes over undulating, cultivated country to the Mêng-tzû plain in stage 13. Thence it ascends, through rough hilly country, to the Red river watershed, which is crossed (height 7,050 feet) in stage 15, and a steep rough descent is made to the Red river.

Camping grounds.—Good, except at stage 15, where it is somewhat restricted by irrigation.

Water.—Good throughout.

Fodder.—Fair grazing *en route*.

Supplies.—Good at stages, 1, 2, 4, 6, 12 and 13. Small at the other stages.

No. of stage and total distance.	DETAILS.		
1	CH'ÊNG KUNG HSIEN.	12 m. 4 f.	General direction south-south-east. A
12 m. 4 f.	level paved road down the Yün-nan Fu plain, leaving the town by the big East Gate. At 4 miles Kuan-shang is passed ; here a road goes off to the left to I-Liang (Hsien). At 7 miles Hsiao-pa-ch'iao (50 houses) is passed. At 10½ miles the boundary between K'un-ming and Ch'êng-kung Hsien is passed. Ch'êng-kung Hsien is a walled town of 300 houses. Height 6,325 feet. Head-quarters of a District Magistrate.		

ROUTE No. 105—*contd.**Water.*—Good.*Supplies.*—Good.

2

CHIN-NING
(HSIEN).13 m. General direction
south. A level road
leading down the

25 m. 4 f.

plain and passing numerous villages. Just after leaving the town Lung-kai (80 houses) is passed. At $4\frac{1}{4}$ miles T'ai-p'ing-kuan; at $5\frac{1}{4}$ miles Ta-yü-ts'un. At 6 miles the road goes through a gap in low hills and comes out into another plain about 1 mile wide at first and gradually widening to 4 miles. Many villages are passed. At $7\frac{1}{2}$ miles the old town of K'uei-hua Hsien is left 1 mile on the left. Near the further end of this plain is Chin-ning, a walled town of 700 houses. Height 6,400 feet. Headquarters of a District Magistrate.

Supplies.—Large.

3

HO-CHIEN-P'U

... 10 m. General direction
south-south-east. A
level road up the

35 m. 4 f.

plain for 1 mile till it comes to an end, and the road follows up a cultivated valley $\frac{1}{4}$ mile wide, passing several villages, including Shih-li-p'u at $3\frac{1}{2}$ miles, Hua-lo-ts'un at 6 miles. This is a village of 60 houses with a temple and inns. The road still continues up the same narrow valley to Ho-chien-p'u (50 houses). Height 6,500 feet.

Water.—From a good stream.*Fodder.*—Good grazing.*Supplies.*—Small.

4

CHIANG-
CH'UAN
(HSIEN)9 m. 4 f. General direction
south-south-east.
Level at first up the

45 m.

narrow valley of the same stream till at 2 miles is the boundary between Ho-yang Hsien and Chiang-ch'uan Hsien. From here the road goes steeply up, rising 800 feet in a mile, to Kuan-ling-p'o, 6 houses and a temple (7,500 feet) at 3 miles. From here down the narrow valley of a small stream, steeply till 4 miles, then more gradually, passing Ts'u-t'ung-p'u at $5\frac{1}{2}$ miles. After this the valley widens out to a width of $\frac{1}{2}$ mile, passes the large village of Yin-chia-ts'un on the left at $7\frac{1}{4}$ miles, and turns a little to the right. The valley gradually widens out to $1\frac{1}{2}$ miles, and at $9\frac{1}{2}$ miles Chiang-ch'uan Hsien is reached. A walled town of 250 houses. Height 5,900 feet. Headquarters of a District Magistrate.

Water.—From wells.*Fodder.*—Good grazing at the foot of the hills, $\frac{3}{4}$ miles away*Supplies.*—Good.

ROUTE No. 105—*contd.*

5 TIEN-SO-KUAN, ... 13 m. General direction
 OR YIN-SU-PA. south. A level road
 58 m. down the plain till
 the edge of the Chiang-ch'uan lake is reached at $2\frac{1}{2}$ miles. Thence
 along the shore of the lake, passing Hai-mên-ch'iao (70 houses
 and some inns) at $3\frac{1}{2}$ miles, Lan-t'ien-wan at 6 miles, and Hung-
 p'o-chio at $7\frac{3}{4}$ miles. From here the road leaves the lake, and
 ascends a small range of hills, reaching the top at $8\frac{3}{4}$ miles (6,470
 feet). From here up and down a little over some plateau country,
 reaching the highest point at Mei-tzū-shao at 10 miles (6,520 feet).
 From here down a little. At $12\frac{1}{4}$ miles the road enters the plain
 of Tien-so kuan, which measures $1\frac{1}{2}$ miles each way. Here a road
 goes off to the left front to Ning Chou, 8 or 10 miles off. Tien-so-
 kuan (also called Yin-su-pa) contains 20 houses. Height 6,400
 feet.

Rivers.—At $3\frac{1}{2}$ miles outlet of Chiang-ch'uan lake (20 yards
 × 4 feet) stone bridge.

Water.—From a small stream.

Fodder.—Good grazing.

Supplies.—Fair.

6 T'UNG-HAI 11 m. 4 f. General direction
 HSIEN. south. Up very
 69 m. 4 f. slightly to 1 mile,
 where a road goes off to the right to Ho-hsi Hsien. Then down
 a little to the edge of the T'ung-hai lake (6,250 feet). The lake
 is then followed round, passing Hsing-chio at 3 miles, and I-kuang-
 shao at 5 miles. From here the road leaves the edge of the lake
 and passing the Ning Chou—T'ung-hai boundary at $5\frac{1}{2}$ miles, goes
 up over a little spur, reaching the top of it at Ning-hai-kuan at 6
 miles. Down again into the plain, and thence through cultivation
 from 1 to 2 miles wide, passing the large village of Yang-kuan at
 $7\frac{3}{4}$ miles. T'ung-hai is a walled town. The lake is 1 mile off.
 Height 6,400 feet.

Water.—From wells.

Fodder.—Good grazing.

Supplies.—Large.

7 SHA-PA YING 11 m. 4 f. General direction
 (IN CH'Ü- south Back for a
 CHIANG PLAIN). few hundred yards
 81 m. along previous stage, and then gradually up hill, reaching Kuan-
 p'ing-tien at 3 miles (6,900 feet). From here steeply down till a
 small stream is crossed at $3\frac{3}{4}$ miles (6,500 feet). From here up
 gradually to Sha-pa-kou at $4\frac{3}{4}$ miles, and then more steeply to the
 top of the range at $5\frac{1}{2}$ miles (7,000 feet). From here steeply down

ROUTE No. 105—*contd.*

a narrow gorge, passing Chung-ho-p'u (30 houses) at 6 miles, and reaching the Ch'ü-chiang plain at the village of Yen-chia-p'u. Thence level across the Ch'ü-chiang river to Sha-pa-ying (60 houses). Height 4,800 feet.

Rivers.—At $11\frac{1}{4}$ miles Ch'ü-chiang river (100 yards \times $2\frac{1}{2}$ feet). This river runs in three channels, and the 100 yards are not all filled with water. Total width of bed of river is $\frac{1}{4}$ mile. Crossed by wooden foot bridge. If too deep to pass in the rains, mules have to go round 2 miles to the east, to the bridge at Ta-hsin-ch'iao.

Water.—From wells and river.

Fodder.—Good grazing.

Supplies.—Fair.

8	LÊNG-SHUI-KOU	13 m.	General direction
			south Down the
			south edge of the

94 m. Ch'ü-chiang plain for $1\frac{1}{2}$ miles, then up a little and down again, crossing a stream at 2 miles. Thence very gradually up, passing Kuan-yi (180 houses) at $3\frac{1}{2}$ miles, and reaching Hsin-an-shao at $9\frac{1}{2}$ miles. Thence up the narrow valley of a small stream, passing Sha-ch'ung at $10\frac{1}{4}$ miles; and at 12 miles going slightly up, crossing the watershed at a low place at $12\frac{1}{4}$ miles (6,150 feet). Thence down the valley of a little stream to Lêng-shui-kou (60 houses), inns and a temple). Height 5,800 feet.

Rivers.—At 2 miles stream from the right (15 yards by 1 foot) in bed 5 yards wide. Three-arched stone bridge.

Water.—From wells and a small stream.

Fodder.—Fair grazing.

Supplies.—Fair.

9	A-P'ÊNG-CHAI	12 m.	General direction
	(IN LIN-AN		south-south-east.
	PLAIN)		The road goes very

106 m. gradually down the valley of the small stream on which lies Lêng-shui-kou till at $2\frac{1}{2}$ miles it rises a little on to a spur, and continues down the spur till the Lin-an plain is reached, at the village of Nan-chuang-p'u at 6 miles. Thence across the plain, passing at 7 miles Hsin-fang (40 houses, inns, and temple), 4,900 feet. At $7\frac{3}{4}$ miles a road goes off to the right to Lin-an (Hsien) which lies $4\frac{1}{2}$ miles off to the south behind a low spur. The route continues across the plain to A-p'êng-chai (30 houses). Height 4,900 feet.

Camping ground.—Large.

Fodder.—Fair grazing.

Supplies.—Fair

ROUTE No. 105—*contd.*

- 10 MIEN-T'IENT 9 m. General direction east.
Cross the Lin-an
river, and ascend a
115 m. little to 5,200 feet at $1\frac{3}{4}$ miles. Hence nearly level across a plateau
country, till at 4 miles descend gradually down a narrow gorge,
passing Kan-lung-ching at 5 miles, and at 6 miles coming out on
to some undulating ground, leaving the small plain of Liang-t'ien
on the left, to Mien-t'ien (50 houses and several inns). Height
4,900 feet.
Rivers.—At starting Lin-an river (15 yards \times 1 foot); in a sandy
bed 40 yards wide. Crossed by ford.
Water.—From small stream $\frac{1}{4}$ mile off.
Fodder.—Fair grazing.
Supplies.—Fair.
- 11 P'AN-CHIH-HUA ... 9 m. General direction east-
south-east. Nearly
124 m. level at first over
small spurs and small streams, which disappear into a range of
hills to the north. At $2\frac{1}{4}$ miles is Lung-t'ang; at 5 miles, So-lo-
chuang. From a little beyond this the road goes down to 4,650
feet at $6\frac{1}{4}$ miles, rises on to a little spur, and descends again to a
little stream at $7\frac{1}{4}$ miles (4,550 feet). Here the villages are left
on the right, and the hillsides are well cultivated. From here there
is a rise to 5,000 feet at $8\frac{1}{2}$ miles, and a little descent to P'an-chih-
hua (50 houses and inns). Height 4,800 feet.
Fodder.—Good grazing.
Supplies—Small.
- 12 CHI-KAI ... 8 m. 4 f. General direction east-
south-east. Down
132 m. 4 f. hill gradually till the
T'an-tien plain is reached at $2\frac{1}{4}$ miles (4,350 feet), and a stream
is crossed. Across the plain to $2\frac{3}{4}$ miles, and then up its edge to
Shih-ai-chai (60 houses) at 4 miles. Here the stream is re-crossed,
and there is a little ascent to 4,600 feet at $5\frac{1}{2}$ miles. A short
descent and then level to Chi-kai (120 houses, large temple, and
inns). Height 4,550 feet.
Rivers.—At $2\frac{1}{4}$ miles stream from the right (10 yards \times 1 foot).
Crossed by stone bridge; re-crossed at 4 miles.
Water.—From wells and a stream $\frac{1}{2}$ mile off.
Supplies.—Good.
- 13 MENG-TZŪ 15 m. General direction
HSIEN. south-east. Level
147 m. 4 f. road for 2 miles,
whence there is a slight rise to 4,750 feet at $2\frac{1}{2}$ miles. Down very

ROUTE No. 105—*contd.*

slightly to the Ts'ao-pa plain, the north-east edge of which is skirted, till at $8\frac{1}{4}$ miles the road rises on to ground slightly above the level of the plain, and continues level to Shih-li-p'u, on the left of the road, at $11\frac{1}{4}$ miles. Here it descends very slightly to the Meng-tzū plain, and crosses it to the town. A walled town of 1,000 houses. The foreign concession is just outside the town to the south-east. Height 4,725 feet. Mêng-tzū is the Head-quarters of the *Taoyin* of the Mêng-tzu Circuit; it is one of the open "Treaty Ports" of China, and there is a Head Office of the Chinese Customs here; also Post and Telegraph Offices.

Water.—From wells.

Fodder.—Good grazing.

Supplies.—Large.

14 A-SAN-CHAI 6 m. 4 f. General direction
south-so u t h-e a s t.

154 m.

Up the plain, passing the walled village of Hsin-an-kuan (300 houses) at $2\frac{3}{4}$ miles, and reaching the end of the plain at $3\frac{1}{2}$ miles. From here up a narrow valley, passing Ho-chia-chai at 6 miles, and reaching A-san-chai at $6\frac{1}{2}$ miles (5,375 feet). Two large mule inns.

Camping ground.—Room to camp.

Fodder.—Fair grazing.

Supplies.—Small.

15 SHUI-T'IENT 12 m. 2 f. General direction
south-so u t h-w e s t.

166 m. 2 f.

Steadily up hill till 7,050 feet is reached at $4\frac{1}{2}$ miles. From here nearly level for some way among small hills, till at $5\frac{1}{2}$ miles the road begins to descend very gradually, passing P'u-ta-hsi at $7\frac{1}{4}$ miles, and thence gradually descending along the hill side, till at 11 miles a narrow plain is reached (4,750 feet). Here the Chinese fort of Ma-chin-tzū is passed $\frac{1}{4}$ mile off on the right. From here level, passing two small villages at Shui-t'ien (25 houses), Height 4,700 feet.

Camping ground.—In a small plain, if dry, or otherwise at foot of hills.

Water.—From a good stream.

Fodder.—Fair grazing.

Supplies.—Small.

16 MAN-HAO ... 10 m. 2 f. General direction
south. At first near-ly level, through

176 m. 4 f.

narrow gorges, passing small basins without any outlet to the water, till at $3\frac{3}{4}$ miles Yao-t'ou is reached (40 houses, small temple, and four large mule inns), 4,100 feet. From here up steeply till 4,600

ROUTE No. 105—*contd.*

feet is reached, at $5\frac{1}{4}$ miles, at the village of Ka-kê (3 houses). Hence very steeply down a paved road to 2,300 feet at $6\frac{3}{4}$ miles. Hence gradually down the course of a small stream in a narrow valley, till at 8 miles the stream is left, and the road after crossing a spur again descends very steeply to the Red river at Man-hao (80 houses). Height 1,100 feet. Hence Lao-kai can be reached in from 12 to 14 hours by rowing boat. Boats cannot run at night. Boats 40 or 50 feet long, will carry 10,000 lbs. Room for 20 passengers. Lao-kai is the French frontier post.

Camping ground.—Good.

Supplies.—Fair.

ROUTE No. 106.

FROM K'UN-YANG (HSIEN) TO CH'ENG-CHIANG
(HSIEN) *via* CHIN-NING (HSIEN).

28 miles.

2 stages.

Authority.—Captain C. Ryder, January 1900.

Epitome.—A small road communicating between three important towns.

A good mule-road in the first stage, and a very fair unpaved mule track in the second stage, over undulating country.

Camping grounds.—Good.

Water.—

Supplies.— } At both stages.

No. of stage and total distance.	DETAILS.	
1	CHIN-NING (HSIEN)	12 m. 2 f. General direction east Path good, except at beginning. Out by
12 m. 2 f.	<p>south-east gate across fields, raised path, past Ku-lung-ch'uan at mile 1 and Tun-tzū-shang at mile $1\frac{3}{4}$, crossing stream there, skirt marshy edge of lake; Ch'i-hsi-li at mile 3 and Ch'i-tung-li at mile $3\frac{1}{2}$, up over low hill at mile $4\frac{3}{4}$, 6,900 feet; down narrow valley past two small tanks and larger one, $\frac{1}{4}$ mile each way, at mile $5\frac{1}{2}$; round low hills overlooking lake; at mile $7\frac{3}{4}$ round edge of lake, skirt fields and between two small hills past Ho-ma-ts'un at mile 10, across plain. Cross stream at mile $11\frac{1}{4}$ to Chin-ning at mile $12\frac{1}{4}$. Good inn in west suburbs Height 6,700 feet. Head-quarters of a District Magistrate.</p> <p><i>Rivers.</i>—At mile $1\frac{3}{4}$ cross stream, 6 inches of water, by two spans four yards each, stone slabs on piers.</p> <p>At mile $11\frac{1}{4}$ cross stream, water deep, by covered wood bridge, 10 yards in all; two spans; stone piers.</p> <p><i>Camping ground.</i>—In fields.</p> <p><i>Supplies.</i>—Good.</p>	
2	CH'ENG-CHIANG (HSIEN).	15 m. 6 f. General direction east. Path very fair; un- paved. Out by
28 m.	<p>west gate. Pass Ts'ai-yüan at mile 1, then up narrow, cultivated side valley; cross it at mile 2, 6,800 feet, up hill, steepish, on to ridge 7,400 feet at mile $2\frac{3}{4}$; follow ridge rising to 8,000 feet at mile 4, level along hillside, broad downs, sometimes on ridge to 7,800</p>	

ROUTE No. 106—*contd.*

feet at mile $7\frac{1}{2}$, down spur past Ta-wan-tzū (2 houses) at mile $7\frac{3}{4}$, 7,500 feet; level to mile $8\frac{1}{4}$, down spur fairly steep to junction of 2 streams at mile $9\frac{1}{2}$, 6,100 feet; cross stream down valley into plain at mile $10\frac{1}{2}$, past Shuang-shu-ts'un at mile 11 and Huang-chai-ying at mile 12; cross a stream at mile $12\frac{3}{4}$ and Huang-shu-ying at mile 13 to Ch'êng-chiang at mile $15\frac{3}{4}$. Good inn. Small walled town. Head-quarters of a District Magistrate.

Camping ground.—In fields

Supplies.—Good.

ROUTE No. 107.

FROM CH'ÊNG-CHIANG (HSIEN) TO NING CHOU.

40 miles.

3 stages.

Authority.—Captain C. Ryder, January 1900.*Epitome.*—A very fair mule-road. The route skirts the Ch'êng-chiang lake for a stage, then passes over undulating, cultivated country, descending in stage 3 to the Ning-Chou plain.*Camping grounds.*—Fair.*Water.*—Good *en route*.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.
1	<p>CHAI-PAI-TS'UN 14 m. 2 f. General direction south. Path very fair. Out at south gate across plain; at mile $1\frac{1}{4}$ cross stream and another at mile $1\frac{1}{2}$; at mile 2 pass Chiu-ch'êng and skirt plain, pass Pai-ku-ts'un at mile $2\frac{3}{4}$; at mile $3\frac{3}{4}$ round end of spur and along lake shore; at mile 6 along hillside 100 feet above lake to mile $6\frac{1}{2}$; along rocky shore to mile 7, then along hillside, cross small dry flat, across promontory at mile $8\frac{1}{4}$ down and across flat to Ta-wan (2 houses). Good spring at mile 10; up long fir-clad slopes, crossing ridge at mile $11\frac{1}{2}$, 7,300 feet; out along spur to mile 12; down fairly steep, stony path, to narrow cultivated valley, cross it and stream at mile 13, 5,800 feet, up fairly steep, stony path to Chai-pai-ts'un on ridge (20 houses, no inn) mile $14\frac{1}{4}$, 6,700 feet.</p> <p><i>Rivers.</i>—At mile $1\frac{1}{4}$ cross stream by 10 yard stone slabs, little water; at mile $1\frac{1}{2}$ cross stream 5 yards wide, 1 foot deep; old bridge.</p> <p>At mile 13 cross stream by 6 yard arch, 3 feet deep (lake outlet); rapid torrent.</p> <p><i>Camping ground.</i>—In fields.</p> <p><i>Supplies.</i>—Small.</p>
27 m. 4 f.	<p>TAI-CH'IAO ... 13 m. 2 f. General direction south, path very fair. Level on cultivated downs, past hamlet at mile $\frac{3}{4}$ and village to left at mile $1\frac{1}{2}$ to 6,000 feet at mile $2\frac{1}{2}$; down steep to valley 200 yards wide, cultivated; cross stream at mile 4; level up valley crossing main stream at mile $4\frac{1}{2}$, pass Ch'ing-lung-kai at mile $5\frac{1}{4}$ (100 houses)</p>

ROUTE No. 107—*contd.*

inns, 5,700 feet, mule stage; up valley, along stream bank; at mile $6\frac{1}{2}$, 9 yards covered wood bridge to right; cross stream at mile 8 and pass Ya-k'ou; skirt cultivation and cross stream at mile 9; along bank to I-ma-pai at mile $9\frac{1}{2}$; same village at mile $10\frac{1}{4}$; cross stream twice at mile 11, valley narrows; keep on hillside and into valley again at Tai-ch'iao, mile $13\frac{1}{4}$, 6,100 feet, temple; no inn.

Rivers.—At mile 4 cross stream, water 5 yards by 6 inches in 60 yards bed.

At mile $4\frac{1}{2}$ cross stream 8 yards by 2 feet.

At mile 8 cross same stream by 7-yard stone slabs.

At mile 9 cross again and at mile 11, twice.

Camping ground.—In fields.

Supplies.—Small.

3	NING CHOU ... 12 m. 4 f.	General direction south, path very fair. Cross stream
40 m.		

and again at mile $\frac{1}{2}$; keep on hillside gradually rising over ridge at mile 2, 6,500 feet; down to junction of two small valleys at mile $2\frac{3}{4}$, 6,200 feet; up one, 50 yards wide, cultivated, cross it at mile 4; up over low saddle and down hillside into another valley; down this to junction of three valleys at Sha-ko-ts'un (2 houses) at mile $5\frac{1}{4}$, 6,000 feet; up left hand valley rising on hillside at first then level over ridge at mile $7\frac{1}{2}$, 6,500 feet; level to mile $7\frac{3}{4}$, then down and level amongst downs to mile $9\frac{3}{4}$, 6,000 feet; down spur to Chou-chia-fên at mile $10\frac{3}{4}$, 5,700 feet; over two low spurs and level round bare low hill; down slightly to Ning Chou at mile $12\frac{1}{2}$, 5,600 feet, inn in east suburb.

Camping ground.—On slopes.

Supplies.—Good.

ROUTE No. 108.

FROM T'UNG-HAI (HSIEN) TO HSIN-HSING
(HSIEN).

29 miles.

2 stages.

Authority.—Captain C. Ryder, January 1900.

Epitome.—A good, unpaved mule-road, passing over easy country.

Camping grounds.—Fair.

Water.—Good at both stages.

Supplies.—Fair at stage 1, good at stage 2.

No. of stage and total distance.	DETAILS.			
1	HAN-YI-TS'UN	...	13 m.	General direction west; path good, mostly unpaved.
13 m.	Skirt south side of plain past Tsang-chia-lung-t'ang at mile $1\frac{1}{4}$; at mile $2\frac{1}{2}$ across plain past Hsiao-li-miao at mile 4, Tiu-kai at mile $5\frac{1}{4}$, Hsiao-kai at mile 6. Many villages to right of path to Ho-hsi Hsien, small walled town at mile $8\frac{1}{2}$; through it; just outside cross stream and up broad cultivated valley, past Tai-chia-ying at mile $9\frac{1}{4}$, Yang-chia-ying at mile 10, Tung-chung-ts'un at mile 11, Ta-tung-k'o at mile $12\frac{3}{4}$ to Han-yi-ts'un at mile 13, 60 houses, small inn; 6,200 feet. Head-quarters of a District Magistrate.			
<i>Rivers.</i> —At mile $8\frac{3}{4}$ cross stream; little water; by stone slabs, 10 yards long in all.				
<i>Camping ground</i> —In fields.				
<i>Supplies</i> —Fair.				
2	HSIN-HSING (HSIEN).	...	16 m.	General direction north; path good, unpaved; up valley
29 m.	rapidly narrowing past Shui-mo-ts'un at mile $\frac{3}{4}$, and cross stream at mile 1; valley narrows then widens again, Tien-so-pa to right; along hillside gradually rising past Kuan-ning-p'o at mile 3, 6,600 feet, up to Ch'i-to-kuan on ridge 6,800 feet at mile 4; down spur to small valley at mile $5\frac{3}{4}$, 5,800 feet; down it over low saddle at mile $6\frac{3}{4}$, 6,000 feet; down into valley which gradually widens and joins plain at mile $8\frac{1}{4}$; skirt it past Ta-lieh-yüan at mile $8\frac{3}{4}$ and Hei-lung-t'ang at mile 10; plain ends at mile 11; over low saddle at mile $11\frac{1}{4}$, 5,800 feet, into plain; again skirt it to Kao-tsang at			

ROUTE No. 108—*contd.*

mile 14; then up plain to Hsin-hsing at mile 16. Small walled town; inn in north-west suburb; height 5,600 feet. Head-quarters of a District Magistrate.

Rivers.—At mile 1 cross stream, water 5 yards by 1 foot, by three 5-yard slabs.

Supplies.—Good.

ROUTE No. 109.

FROM MI-LÊ (HSIEN) TO LO-PING (HSIEN) *via*
KUANG-HSI (HSIEN).

65 miles.

5 stages.

Authority.—Captain C. Ryder, April 1899, and native information.

Epitome.—A good cart-road for two stages, and then said to be a good mule-road for the rest of the way, passing over undulating country.

Camping grounds.—Fair at stage 1; good at stage 2.

Water.—Good at both stages. No information available regarding the three last stages.

Supplies.—Small at stage 1; good at stage 2.

No. of stage and total distance.	DETAILS.			
1	WU-KAI-P'U	... 12 m.	General	direction
12 m.			north-east.	Path
			very good;	a cart
			road. The path circles round under the rising ground on which	
			Mi-lê Hsien is built, to the north-east corner, crossing a largish	
			stream, and strikes one branch of the plain, leaving San-tao-ch'iao	
			on the right at mile 1; at mile $1\frac{1}{2}$ cross stream, leaving Ya-pu-lung	
			to right, then up slight ascent to mile $3\frac{1}{4}$, 5,300 feet, and down into	
			long cultivated plain about 300 yards wide; pass Shê-pan-shao	
			at mile $3\frac{1}{2}$; Shih-tien at mile 6 and Ta-shui-t'ang, two large villages	
			at mile $6\frac{3}{4}$; up small valley, crossing low spur at 5,600 feet into	
			another small valley passing Lung-ta-ho at mile $8\frac{1}{2}$; then uphill	
			to 5,600 feet at mile $9\frac{3}{4}$ into long narrow, cultivated valley, passing	
			Ta-li-shu at mile $10\frac{1}{2}$; Ta-tso at mile $10\frac{3}{4}$, and camp at Wu-kai-	
			p'u at mile 12; long straggling village; height 5,500 feet.	
			<i>Camping ground.</i> —Room to camp among houses.	
			<i>Supplies.</i> —Small.	
2	KUANG-HSI	... 13 m.	General	direction
25 m.	(HSIEN).		north-east.	Path
			good, a cart	track.
			Up narrow cultivated valley, passing I-chia-ts'un at mile $1\frac{1}{4}$, and	
			Shang-ma-kai at mile $2\frac{1}{2}$; cross low ridge at 6,050 feet, into another	
			small valley, passing Hsia-mei-tu at mile 3; cross ridge at 6,200	
			feet by narrow path, descend the other side and rejoin cart-track;	
			pass Kuo-lo-shao at mile 4, cross small cultivated valley and over	

ROUTE No. 109—*contd.*

low ridge on to rolling downs path level to stream, crossed at mile 6½; pass small hamlet at mile 7, over low ridge, and descend to large plain, cross this diagonally to small town of Kuang-hsi; height 5,700 feet. Several fair inns. Headquarters of a District Magistrate.

Rivers.—Ko-ch'iao Ho, 15 yards wide, fordable in places, crossed at mile 6½ by one-arch 10 yards span; stream at mile 13, just before entering town, liable to floods, but generally little water. Crossed by 6-yard arch.

Camping ground.—Good room for camp by road side east of town on a *maidan*.

Supplies.—Good.

3	CHANG-KAI	...	15 m. ?	General direction north-east; a good mule-road over fairly
<hr/>				
40 m.				
easy country.				

4	WANG-TZU	...	14 m. 4 f.	Pass Chê-ts'ung <i>en</i> <i>route</i> .
<hr/>				
54 m. 4 f.				

5	LO-P'ING (HSIEN).	...	10 m. 4 f.
<hr/>			
65 m.			

ROUTE No. 110.

FROM MI-LÊ (HSIEN) TO NING CHOU.

37 miles.

3 stages.

Authority.—Captain L. D. Fraser, March 1900. (From native information.)

Epitome.—Said to be a fair mule-road. No details available.

No. of stage and total distance.	DETAILS.			
1	SU-NAI-LAN	...	13 m. ?	General direction south-west by west. A fair mule-road.]
13 m.				
2	PO-HSI	...	12 m 4 f.	
25 m. 4 f.				
3	NING CHOU	...	11 m. 6 f.	See Route 112, Stage 2.
37 m. 2 f.				

ROUTE No. 111.

FROM KUANG-HSI (HSIEN) TO CHU-YÜAN.

39 miles.

3 stages.

Authority.—Captain C. Ryder, April 1899.*Epitome.*—A good cart track, passable for mounted troops. The road passes over easy country throughout.*Camping ground.*—Very limited at stages 1 and 2.*Water.*—Good throughout.*Supplies.*—Poor.

No. of stage and total distance.	DETAILS.		
1	LAI-T'OU-SSU	13 m. 4 f.	General direction south-west. Path good; a cart track.
13 m. 4 f.	<p data-bbox="261 932 1203 1213">The path is the same as from Mi-lê Hsien to mile $\frac{1}{2}$, then turns down plain, passing Shih-tung-ts'un, a large village, at mile $1\frac{1}{2}$; then over broad, low spur, leaving plain to the left, down into plain again, passing Ka-pê, a large village, at mile $4\frac{1}{2}$, and Ta-p'u and Hsiao-yi-p'u at miles 6 and $6\frac{1}{4}$; up branch of plain and cross very flat watershed at mile $8\frac{3}{4}$, leaving Chên-nan-shao to the right at mile 9; at mile $10\frac{1}{2}$ leave small lake on left, cross small valley, and reach Lai-t'ou-ssu at mile 13, the path from mile 9 passing amongst low rocky hills, but level all the way. Height 6,200 feet. No inn.</p> <p data-bbox="261 1213 1203 1276"><i>Camping ground.</i>—Room for tents in fields or scattered on hillside.</p> <p data-bbox="305 1276 509 1304"><i>Supplies.</i>—Nil.</p>		
2	HOU-KAI	... 13 m.	General direction south. Path good, a cart track. Rise
26 m. 4 f.	<p data-bbox="251 1409 1203 1661">of 300 feet, not steep, on to ridge, on which the path keeps to mile $4\frac{1}{2}$; then descend to Ku-shu at mile $5\frac{1}{2}$ (the usual Chinese stage, but poor inn), height 5,800 feet down valley, ground broken, passing Hua-hsi on right at mile $8\frac{1}{4}$; very slight ascent to long ridge, leaving valley on right; at mile $11\frac{1}{2}$ high hill on right; descend to broad oven valley, height 5,000 feet, at mile 12; gradual descent to Hou-kai, mile $13\frac{1}{2}$; fair sized <i>bazar</i> village; height 4,800 feet. No inn.</p> <p data-bbox="302 1661 976 1688"><i>Camping ground.</i>—Room for camp in <i>bazar</i> street.</p> <p data-bbox="302 1688 537 1719"><i>Supplies.</i>—Small.</p>		

ROUTE No. 111—*contd.*

3 CHU-YÜAN ... 12 m. 4 f. General direction
south. Path good;
a cart track. Level

39 m.

over undulating plain, passing a hamlet at mile $3\frac{1}{2}$, and joining
main road from Mi-lê Hsien to Chu-yüan at mile $4\frac{1}{2}$, Chu-yüan is
a large, walled village, height 3,890 feet.

Supplies.—Fair.

ROUTE No. 112.

FROM T'UNG HAI TO CHU-YÜAN (*via* NING-CHOU).48 $\frac{3}{4}$ miles.

4 stages.

Authority.—Captain L. D. Fraser, April 1900.

Epitome.—The road is a fair mule-road throughout. It passes over undulating country, crossing a tract of barren, stony downs in stage 3 and descends to the valley of the Nan-ch'iao Ho in stage 4, along which it passes to Chu-yüan.

Camping ground.—Good.

Water.—Good, but scarce, *en route* in stage 3.

Supplies.—Small.

No. of stage and total distance.	DETAILS.		
1	NING CHOU ...	12 m. 6 f.	General direction north-east by east. Good cart-road over the plain; afterwards fair mule track.
<p>The road follows the main road and telegraph line to Yün-nan Fu for 2$\frac{1}{2}$ miles when the main road branches off north-east through Yang-kuan, whilst the route itself continues across the plain to Chang-chih-ts'un, 4$\frac{1}{2}$ miles, and after running through a small defile for $\frac{1}{2}$ mile, ascends the hills bordering the east of the plain. Ascending fairly easily but with some short, steep gradients, the summit is reached at 6$\frac{1}{2}$ miles and the road descends gently along the ridge, passing Ho-tien-shao at 7$\frac{7}{8}$ miles and at 9$\frac{3}{4}$ miles descends easily to the Ning Chou plain. Reaching the level at 12$\frac{1}{2}$ miles at the village of Cha-tien-ts'un, the road crosses the Hsi-ni Ho and enters the town by the south gate.</p> <p>The Hsi-ni or Ta Ho is 18 yards wide, 6 inches deep, with sluggish current, stony bed and good approaches. Crossed by a stone bridge of 3 spans, 32 yards long roadway 17 feet.</p> <p>Extensive camping grounds in the Tung-hai plain.</p> <p><i>Camping ground</i>.—For a division in the Ning Chou plain.</p>			
2	PO-HSI ...	11 m. 6 f.	General direction east by north. Fair mule track, with some steep gradients.
<p>Leaving the town by the north gate, the road passes across the plain, and recrossing the Hsi-ni Ho at $\frac{7}{8}$ mile passes through a gap in the hills out of the plain. At 2$\frac{3}{8}$ miles the road ascends</p>			

ROUTE No. 112—*contd.*

the east slopes fairly easily in general, but with several short steep gradients. Passing Shui-chin-ch'a at $4\frac{3}{4}$ miles the road reaches the summit at $5\frac{3}{4}$ miles and commences along a generally easy descent, passing Yang-li-chin at $8\frac{1}{2}$ miles and at 11 miles reaches the level of a well-cultivated plain, $2\frac{1}{2}$ miles wide, over which it passes to the village.

The Hsi-ni or Ta Ho is 12 yards wide, 1 foot deep with gentle currents, stony bed and good approaches.

Camping ground.—In the Po-hsi plain, extensive.

Supplies.—Moderate.

3 SHIH-PA-CHAI 16 m. 2 f. General direction east-south-east. Good mule-road with a

40 m. 6 f.
few short, steep gradients.

From the village the road descends gently for $\frac{3}{8}$ mile to the Ch'ü-ching Ho, where a road goes north to Lu-nan. Crossing to the left bank, the road traverses the plain and at $2\frac{5}{8}$ miles ascends easily up the hillside for $\frac{1}{2}$ mile, and after running for $\frac{1}{2}$ mile along the ridge overlooking the river, ascends by a roughly paved road through terraced paddy-fields to Hsi-tu-chai ($3\frac{3}{4}$ miles). Ascending gently, the road at $6\frac{1}{2}$ miles enters a narrow defile which, at 7 miles, debouches on a stretch of barren, stony downs, over which it ascends easily. At 12 miles the road passes between the hills bordering the downs, and, traversing a small plateau, descends fairly steeply, at $13\frac{7}{8}$ miles to a small basin, and, crossing to the further side, descends fairly easily to a well-cultivated plain 2 miles wide, across which it passes to the village.

The Ch'ü-ching Ho is 44 yards wide, 4 feet deep, with gentle current and good approaches. Crossed by a roofed-in chain suspension bridge, 72 yards long, 14 feet roadway. Brick buttresses and stone foundations. Flooring of rounded timbers with planks over. Water is very scarce between the 4th and 16th miles. There are two ponds of drinkable water, 150 yards long by 70 broad and 2 feet deep, one at the 5th mile and another at the 12th. Camping ground's might be formed here.

Camping ground.—For a division around Shih-pa-chai.

Supplies.—Small.

4 CHU-YÜAN ... 8 m. General direction east-south-east. Good mule-road. Cross-

48 m. 6 f.
ing a small stream which waters the plain, by a stone bridge (the approaches to which, being rough stone blocks, would require some levelling to admit of the passage of transport) the road ascends the low hills bounding the east of the plain and reaching the sum-

ROUTE No. 112—*contd.*

mit at 1 mile, descends gently to Pu-tien, situated in a small paddy basin. Crossing a small ridge, the road at $3\frac{1}{2}$ miles descends fairly easily along the hillside for a mile, and then rather steeply to the valley of the Nan-ch'iao Ho. The road skirts the right bank of the stream and at $5\frac{3}{4}$ miles crosses to the left bank which it skirts for $\frac{1}{4}$ mile, when it debouches on a fertile plain $1\frac{3}{4}$ miles wide which it crosses to the village which is situated at the foot of the hills bounding the east of the plain. The Nan-ch'iao Ho is 33 yards wide, 2 to 4 feet deep, with rapid current and rocky bed. Approaches narrow. Crossed by two-span stone bridge, 37 yards long, 16 feet roadway.

Camping ground.—At Pu-tien for 600 men. Anywhere in the Chuyüan plain for a division.

Supplies.—Fair.

ROUTE No. 113.

FROM CHU-YÜAN TO MÊNG-TZŨ *viâ* A-MI (HSIEN).

60 miles.

5 stages.

Authority.—Captain C. Ryder, April 1899.*Epitome.*—A good mule-road throughout, passable for mounted troops.

The road runs level for a stage, crossing the Nan-ch'iao Ho and then passes over undulating country, descending in stage 3 to the Ch'ü-ching Ho after crossing which it skirts the left bank of the A-mi Ho to the town. Thence it crosses the A-mi Ho and passes over undulating country to Mêng-tzu.

Camping grounds.—Good.*Water.*—At all stages.*Supplies.*—Small except at stages 3 and 5.

No. of stage and total distance.	DETAILS.		
1	PENG-P'O	... 12 m.	General direction south. Path good, level cart track.
12 m.	<p data-bbox="152 1058 1094 1276">Straight down plain, keeping on the east side of it; at mile 1 cross stream, at mile 2 pass through Hsin-t'ien, at mile 3½ Pêng-pu-wai, at mile 4½ Hsin-kai-tzü, and at mile 5½ I-chê. At mile 8 path goes over very low bare spur and passes Chien-tzu-chai at mile 10 and at mile 10½ crosses Nanch'iao Ho by bridge, called Chi-k'ung-ch'iao, and into Pêng-p'o at mile 12. Height 3,900 feet. Large village; fair inn.</p> <p data-bbox="152 1276 1094 1373"><i>Rivers.</i>—Cross stream at mile 1, very little water in it but arch 10-yard span; at mile 10½ cross Nan-ch'iao Ho 60 yards wide, fordable only in dry weather, bridge 80 yards long, 7 arches.</p> <p data-bbox="199 1373 578 1402"><i>Camping ground.</i>—In fields.</p>		
2	KUEI-LIEN	... 11 m.	General direction south-sou t h-w e s t. Path very fair un- paved. Up undulating cultivation to pass Ho-ko-pa at mile 4 then on hillside slightly ascending to Chung-shao at mile 6½. Height 4,200 feet on watershed. Down into small valley; pass Lung-t'ang to left, cross small spur and along hillside to Kuei-lien mile 11. Large bazar village; 60 houses; small inns. Height 3,900 feet.
23 m.	<p data-bbox="199 1682 672 1711"><i>Camping ground.</i>—Around village.</p> <p data-bbox="199 1711 513 1740"><i>Supplies.</i>—Very small.</p>		

ROUTE No. 113—*contd.*

3 A-MI (HSIEN) ... 10 m. General direction
south-sou t h-w e s t.

33 m. Path very fair, generally unpaved. Gradual descent to Ch'ü-ching river, follow left bank to bridge, Fan-chiang-ch'iao at mile 2 height 3,400 feet, over low saddle and down to large stream at mile $2\frac{3}{4}$; up left bank, one rise of 200 feet, then level passing Ho-pien-chai at mile $4\frac{3}{4}$ and enter plain past Shih-liu-ts'un at mile $6\frac{1}{4}$; Shih-p'ai-fang-chai at mile $7\frac{3}{4}$; Tien-chung at mile 9 and to small walled town of A-mi, 800 houses, poor inns, height 3,500 feet. Head-quarters of a District Magistrate.

Rivers.—Ch'ü-ching Ho 80 yards wide, unfordable, crossed at mile 2 by cantilever bridge 80 yards long, roadway 4 yards wide, roofed, 1 chain broken and bridge has great cant up stream.

Large stream, the A-mi Ho. Close right bank for 2 miles from mile $2\frac{3}{4}$, 20 to 30 yards wide 3 to 5 feet deep.

Camping ground.—In fields.

Supplies.—Good.

4 LIN-KUNG-SHAO 14 m. 4 f. General direction
south. Path good,
unpaved. Level up

47 m. 4 f. plain passing Chê-po-chai at mile $1\frac{1}{2}$, and Lin-an Ho by bridge at mile 2; over low broad spur to plain again at mile $3\frac{1}{4}$; skirt it and then cross one branch to mile $4\frac{3}{4}$ then ascend hill but not steep, top reached at mile $6\frac{1}{2}$; height 4,600 feet; then level to mile $8\frac{1}{2}$, and slight descent to dry grassy plain at mile $9\frac{1}{4}$; cross this passing I-tang-chai at mile 10, height 4,300 feet; small inn; reach other side of plain at mile $12\frac{1}{4}$, skirt it under rocky hill to Lin-kung-shao, small village in gap in hills, height 4,300 feet; no inn.

Rivers.—Lin-an Ho crossed at mile 2 by 3 arches of 8 yards each. Bed 40 yards wide, water 12 yards by 3 or 4 feet-deep.

Camping ground.—Room for large camp.

5 MÊNG-TZU ... 12 m. 4 f. General direction
HSIEN. south. Path good,
paved in parts which

60 m. can be avoided; across plain several undulations; leave Heiao-lu-chiu on left at mile 3, pass through two small villages; Chung-ch'iao at miles 5 and $5\frac{1}{4}$; at mile $6\frac{1}{2}$ cross stone causeway 600 yards long 10 feet wide. Over slight rise; main road from Yün-nan Fu joins in mile $7\frac{1}{4}$; leave Shih-li-p'u on the left at mile $9\frac{1}{2}$ and reach Mêng-tzu Hsien small walled town, 600 houses at mile $12\frac{1}{2}$; several inns. Height 4,350 feet.

Camping ground.—Room for camp on low undulations near town.

Supplies.—Good.

ROUTE No. 114.

FROM CHU-YÜAN TO K'AI-HUA (HSIEN).

84 miles.

6 stages.

Authority.—Captain L. D. Fraser, March 1900.

Epitome.—A good mule-road throughout and a good cart-road in stages 3 and 4. In stage 1 the road crosses hilly country and descends to the Ta-chiang Ho which is crossed in stage 2, and a steep ascent is made to a bare rocky plateau over which the road passes for two stages and, in stage 5, descends to the basin of the Clear river down which it passes to K'ai-hua.

Camping grounds.—Good throughout.

Water.—Is scarce *en route* in stages 2, 3 and 4.

Fodder.—No grazing.

Supplies.—Small except at K'ai-hua.

No. of stage and total distance.	DETAILS.
1 16 m. 4 f.	<p>TA-CHIANG-PIEN. ... 16 m. 4 f. General direction south-east by east. Good mule road with generally easy gradients. The route follows the main road to A-mi for $\frac{1}{4}$ mile, when it bends south-east and ascends the hills bounding the valley. At $2\frac{3}{8}$ miles it descends easily to a small paddy plain and crossing the low range bounding the east side descends easily to Tao-chai ($5\frac{3}{8}$ miles). A mile beyond the village the road traverses a narrow defile, which at 8 miles bifurcates and a steep ascent is made up the hillside for a mile to Chang-an-tzu. Hence the road descends, easily in general, to Erh-tai-p'o ($10\frac{3}{4}$ miles) and after a steep descent of $\frac{1}{2}$ mile runs along the hillside skirting a small stream and descends gently, passing Ti-ni-kao at $14\frac{1}{8}$ mile and, at 15 miles, debouches on the valley of the Ta-chiang or Ch'ü-chiang Ho. Skirting the right bank the road runs easily along the hillside to the village. Camp at $3\frac{1}{2}$ miles in a paddy-plain for a brigade.</p> <p><i>Camping ground</i>.—For a brigade at Ta-chiang-pien.</p> <p><i>Supplies</i>.—Poor.</p>
2 29 m. 2 f. but rough in places.	<p>NI-KO-LANG ... 12 m 6 f. General direction south-east. Good mule-road generally</p>

ROUTE No. 114—*contd.*

Crossing the river at the ferry the road ascends the right bank to its junction with the Hsiao-chiang Ho at $1\frac{1}{8}$ miles. Turning up the valley of the latter the road, which is rough in places, skirts the right bank of the stream till its arrival at Hsiao-chang-ku, $3\frac{1}{2}$ miles. Here a road goes north-east to Ch'iu-pei Hsien whilst the route itself follows the stream till at $4\frac{7}{8}$ miles it is lost, as it emerges here from a subterraneous channel in the hillside. The road for $1\frac{1}{4}$ miles is now rough and stony and ascends steeply in places, passing Ka-la-tang at $8\frac{1}{2}$ miles. It ascends thence easily to the head of the valley at 9 miles and, after crossing a small plateau strewn with boulders, traverses a small defile from which it emerges at $11\frac{3}{4}$ miles and descends gently to the village.

The Ch'ü-chiang or Ta-chiang Ho is 65 yards wide 6 feet deep (in March) with current of 2 miles an hour. Left approach good. Right rather narrow and steep. The river is not bridged, but there are 2 boats capable of transporting 20 and 8 men, respectively.

Camping grounds.—For a brigade at Hsiao-chang-ku and for the same number at Ni-ko-lang, but the water-supply at the latter place is rather scarce.

Water.—Is very scarce after leaving the Hsiao-chiang Ho.

3	P'U-TZU-T'ANG ...	13 m.	General	direction
				south-east. Cart-road
42 m. 2 f.				3 yards wide, in

good condition. Level.

The road runs over a sandy waste, studded with rocks and stunted fir trees. A succession of gentle rises is crossed, the road passes through Chi-pa-tien ($2\frac{1}{4}$ miles) Wei-yao ($8\frac{3}{4}$ miles) and Ch'ih-pu-tzu ($9\frac{3}{8}$ miles). After leaving the last-named the road passes over a poorly cultivated plain to the camp.

Camping grounds.—For a division at P'u-tzu-t'ang and in the vicinity of Wei-yao, Chi-pa-tien and Ch'ih-pu-tzū. Elsewhere water is scarce.

Supplies.—Nil.

4	CH'IH-PIEN-PA	15 m. 4 f.	General	direction
				south-south-east.
57 m. 6 f.				Good cart-road.

Crossing a small saddle, the road descends gently to Ch'ih-luan ($3\frac{3}{8}$ miles) and $\frac{3}{4}$ miles beyond a road branches east to Kuang-nan (Hsien). (This is the main caravan-road from Yün-nan Fu and passes through Ta-chia, $2\frac{1}{2}$ miles east of the present route.) At $5\frac{1}{4}$ miles the road traverses Chia-yi and then crosses a succession of small barren plains bounded by low saddles. The road passes through Shao-pa-ku at $7\frac{7}{8}$ miles, Mōng-kyet at $11\frac{1}{8}$ miles, Pien-pa at $15\frac{1}{8}$ miles and 700 yards further on reaches camp.

ROUTE No. 114—*contd.*

Camping grounds.—At Ch'ih-luan for a brigade. The camp accommodation is regulated by the water-supply, which is generally limited, though there is ample space anywhere. Camp at Chia-yi for 500 men. At Shao-pa-ku for 1,000 men. At Mōng-kyet for a brigade. At Pien-pa for 500 men. At Ch'ih-pien-pa for a brigade.

5 MA-T'ANG ... 10 m. 6 f. General direction
south-east by south.

68 m. 4 f. Good mule track,
but roughly paved in places. Half a mile beyond the village the road enters a small ravine up which it ascends easily for 2 miles. Crossing a small saddle, it descends easily at $4\frac{1}{8}$ miles by a roughly-paved road to Tang-pa ($5\frac{5}{8}$ miles) and crossing the Tang-ha Ho, mounts to the summit of a small ridge along which it runs level for 2 miles and, after an easy descent to a small stream, ascends easily to the summit of a small ridge on which the village stands.

The Tang-pa Ho is 10 yards wide, 1 foot deep, with pebbly bed and moderate current. Crossed by single-arch stone bridge.

Camping ground.—At Tang-pa for a brigade. At Ma-t'ang for a division.

Supplies.—Poor.

6 K'AI-HUA ... 16 m. General direction
(HSIEN). south-east by east.

84 m. 4 f. Good mule road with
easy gradients. The road now joins the main route (and telegraph line) from Mēng-tzu and $\frac{7}{8}$ mile beyond the village crosses the Clear river and, mounting an easy spur, again descends to the river, crossing to the left bank at the village of Lung-chin-ch'iao $3\frac{3}{8}$ miles. The road crosses a succession of barren downs, passing Kan-t'ang-tzu at $4\frac{3}{4}$ miles and at 8 miles reaches T'ien-shēng-ch'iao. Here the road crosses to the right bank of the Clear river over a limestone ridge forming a natural bridge, and, at $11\frac{1}{2}$ miles, passes through a gap in the hills at Chang-an-tzū and emerges on a well-cultivated plain, watered by the Clear river. The road skirts the foot of a precipitous ridge of limestone rocks bounding the plain on the west and leaving the hills at $14\frac{1}{2}$ miles descends gently across the plain to the town.

Head-quarters, of a District Magistrate.

At the crossings the Clear river is 15 yards wide, $1\frac{1}{2}$ feet deep with moderate current. It is crossed by stone bridges 26 yards long with 16 feet roadway.

Camping ground.—At Lung-chin-ch'iao for a division.

ROUTE No. 115.

FROM CHU-YÜAN TO KUANG-NAN (HSIEN) *viâ*
CH'IU-PEI (HSIEN).

128½ miles.

9 stages.

Authority.—Captain L. D. Fraser, March 1900.

Epitome.—A route to the frontier town of Kuang-nan, and thence to the trade-route by the West river to Canton. A good mule-road, and in stages 5 and 6, a good cart-road. The road in stage 1 crosses hilly country and descends to the Ta-chiang Ho, which is crossed by boat ferry in stage 2, and the road ascends steeply to a barren, rocky plateau and passes over undulating country to Kuang-nan.

Camping grounds.—Good at all stages.

Water.—Is scarce *en route* in stages 2, 3, 4, 5 and 7. At stage 2, the water supply is fair, and is ½ mile from the village.

Supplies.—Small *en route*.

No. of stage and total distance.		DETAILS.
1 16 m. 4 f.	TA-CHIANG-PIEN.	16 m. 4 f. General direction south-east by east. Good mule-road
with generally easy gradients. The route follows the main road to A-mi for ¼ mile when it bends south-east and ascends the hills bounding the valley. At 2⅞ miles it descends easily to a small paddy-plain and, crossing the low range bounding the east side, descends easily to Tao-chai (5⅓ miles). A mile beyond the village the road traverses a narrow defile which at 8 miles bifurcates and a steep ascent of a mile is made up the hillside to Chang-an-tzū. Hence the road descends, easily in general, to Erh-tai-p'o (10¼ miles) and after a steep descent of ½ mile runs along the hillside skirting a small stream and descends passing Ti-ni-kao at 14½ miles, and debouches at 15 miles on the valley of Ch'ü-chiang or Ta-chiang Ho. Skirting the right bank, the road winds easily along the hillside to the village.		
<i>Camping ground.</i> —At 3½ miles in the paddy-plain for a brigade. At Ta-chiang-pien for a brigade.		
<i>Supplies.</i> —Poor.		
2 32 m. 2 f.	KUAN-YI-SHAO	15 m. 6 f. General direction east by north. Good mule road generally,

ROUTE No. 115—*contd.*

but stony in places. Crossing the river at the ferry, the road ascends the right bank to its junction with the Hsiao-chiang Ho at $1\frac{1}{2}$ miles. Turning up the valley of the latter, the road, which is rough in places, skirts the right bank of the stream till arriving at Hsiao-chang-ku ($3\frac{1}{2}$ miles). Here the main road to K'ai-hua branches south-east whilst the route itself turns north-east up the stony bed of a nearly dry water-course, running in a narrow defile between high hills. The road ascends the hillside easily for $2\frac{1}{2}$ miles, and then steeply by a stony zig-zag road to the summit at $7\frac{3}{8}$ miles. Traversing a small, stony plateau at the head of the range, the road at 9 miles descends easily to a series of low downs forming a small basin through which it runs, passing Hsin-tien at $10\frac{5}{8}$ miles and Ho-shan-pien at 14 miles, the village lying at the further end of the basin.

The Ta-chiang Ho is 65 yards wide, 6 feet deep; current about 2 miles per hour. Left approach good. Right rather narrow and steep. The river is unbridged, but one ferry boat is available, capable of transporting 20 men at a time, and a smaller one with a capacity of 8 men.

Camp at Hsiao-chang-ku for a brigade on the right bank of the stream. Ample accommodation, but a scarcity of water at Hsien-tien and Ho-shan-pien.

Camping ground.—For a brigade at Kuan-yi-shao with fair water $\frac{1}{2}$ mile west of the village. A good temple.

Supplies.—Fairly good, chiefly paddy.

3 TO-K'A ... 13 m. General direction east.

Level mule-road,
rocky in places.

45 m. 2 f.

From the village the road passes through a small defile to a valley of poor soil, $\frac{1}{2}$ mile wide and, crossing a small *col*, reaches I-chiao at $2\frac{1}{2}$ miles. Passing through Hsiao-chin, $\frac{3}{4}$ mile further on, the road now threads its way among numerous small boulders covering a barren plain land, and at $5\frac{5}{8}$ miles descends gently over rolling downs covered with rank fern grass to I-Po-lo ($8\frac{1}{2}$ miles). Here the road descends to a poorly-cultivated valley, and passing Keshu at $11\frac{1}{4}$ miles reaches To-k'a. Water is scarce *en route*.

The pond at I-po-lo is undrinkable, though the villagers water their animals there.

Camping ground.—At To-k'a for a brigade.

Water.—Good.

Supplies.—Poor.

4 CH'IU-PEI ... 12 m. 6 f. General direction east-

HSIEN

north-east. Good
mule-road with easy

58 m.

ROUTE No. 115—*contd.*

gradients. From the village the road traverses a succession of small valleys, the soil being barren and water scarce. At $5\frac{3}{4}$ miles a rather steep descent leads to Mao-yi ($6\frac{5}{8}$ miles) whence the road descends gently through poppy-fields, passing Niu-lao at $7\frac{3}{8}$ miles, and at $8\frac{1}{4}$ miles passes out of the valley through a small gap in the hills. Crossing a small barren ravine, the road at $10\frac{3}{8}$ miles debouches on a narrow plain under poppy cultivation, across which it passes to the town.

Camping ground.—At Ch'in-pei Hsien for a brigade.

Water.—*En route* is scarce. There is good water in a hollow to the left of the road at 4 miles.

5	KU-LEI	...	16 m. 4 f.	General direction east- south-east. Good mule-road (cart-road
				74 m. 4 f.

across the plains). Leaving the town by the east gate, the road crosses a small saddle and ascends to the summit of the range bordering the plain which is reached at $2\frac{7}{8}$ miles. The road then descends to a small paddy plain at $4\frac{1}{2}$ miles, after which it traverses in succession three small barren plains studded with isolated limestone peaks and separated by small saddles. At $11\frac{1}{8}$ miles the road crosses the head of the last plain and, changing to a north-east direction, descends along the hillside of a small ravine and passing Yang-ku at $14\frac{3}{8}$ miles reaches the village.

Camping ground.—At Ku-lei for 1,000 men in the plain, below the village.

Water.—*En route* is scarce.

Supplies.—Nil.

6	CAMP BEYOND CH'IAO-CHIN.	16 m. 4 f.	General direction east- Good mule-road and at $6\frac{1}{2}$ miles an excel-
			91 m.

lent cart-road for eight miles. Skirting the left bank of a small stream, the road passes through I-cha at $2\frac{1}{8}$ miles, and at $3\frac{3}{4}$ miles debouches on the valley of the To Ho. Changing to a north-east direction, the road skirts the left bank until arriving at Fa-pei ($4\frac{3}{8}$ miles) where it crosses to the right bank and ascends easily up the side of a large hill overlooking the stream. At $6\frac{1}{2}$ miles it descends to a narrow ravine along the bottom of which it runs level for 8 miles in a south-east direction, when it ascends fairly steeply to the head of the ravine, and at 15 miles joins the main road from K'ai-hua to Kuang-nan $\frac{1}{4}$ mile north of the village of Ch'iao-chin. It then follows the main road in a north-north-east direction to the camp.

The Ta Ho (locally known as the Fa-pei Ho): 26 yards wide, 3 feet deep, with moderate current, stony bed and good approaches.

ROUTE No. 115—*contd.*

At Fa-pei it is spanned by a trestle bridge supported on a ledge of rock in mid-stream with stone buttresses. Roadway of rounded timbers and plank flooring 6 feet wide; 15 feet above stream.

Camp in the vicinity of Fa-pei for a brigade.

Camping ground.—For a brigade.

Supplies.—Nil.

7	CHIA-PAN	...	13 m. 6 f.	} See Route No. 122, Stages 5, 6 and 7.
104 m. 6 f.				
8	KU-LING	...	12 m. 4 f.	
117 m. 2 f.				
9	KUANG-NAN	...	11 m. 2 f.	}
128 m. 4 f.	(HSIEN).			

ROUTE No. 116.

FROM LIN-AN (HSIEN) TO YÜAN-CHIANG (HSIEN)
viâ SHIH-P'ING (HSIEN).

81 miles.

7 stages.

Authority.—Mr. Bourne, 1886.

Epitome.—A road from Lin-an to the main road from Yün-nan Fu to P'u-êrh. A fair mule-road. The road crosses barren, treeless downs for two stages to Shih-p'ing and continues thence over hilly country and, crossing the Red river watershed (7,540 feet) in stage 6, descends steeply to the river which is crossed by boat ferry at the town. No details as to camping grounds. Probably no supplies procurable *en route* except at Shih-p'ing. There is an alternative route partly by land and partly by the Red river which is also given.

No. of stage and total distance.		DETAILS.
1 16 m.	HSIEH-CHIA WAN.	16 m. ? Ascend from valley and cross bare, barren downs to the village of Ma-fang-kai. Cross a stream, valley gradually closes in. Hsieh-chia-wan is a miserable hamlet.
2 31 m.	SHIH-P'ING (HSIEN).	15 m. ? Up the valley of a stream which in rainy weather drains the I-lung-hu lake; valley shut in by barren treeless hills with here and there flat-roofed mud houses. At end of this narrow valley pass Hsin-kai-tzŭ, a market town at the east end of the lake. Thence through a desert of limestone crags with dwarf cactus but otherwise with scarcely a vestige of green. Shih-p'ing is a town at an elevation of 4,970 feet in a healthy situation near the west end of the I-lung-hu lake. Head-quarters of a District Magistrate. The lake is about 14 miles long and is shut in on the north by hills of red clay, between which and the water is a margin of paddy-land and poppy. There are two islands in the lake covered with temples and houses of refuge. There is a road hence direct to Yün-nan Fu.
3 39 m.	PAO-HSIU-KAI	... 8 m. Eight miles over a level road passing Kao-po village half way. Pao-hsiu-kai is a long straggling village lying along the northern

ROUTE No. 116—*contd.*

margin of the Pao-hsiu lake, a sheet of water 4 by 1 mile in extent, surrounded by gently-sloping hills of red clay.

4 LAO-WA-CHING 13 m. ? Enter the hills and
pass Pa-po-shu vil-
lage. Reach a

52 m.

single, flat roofed hut called Yen-chang-pu (Miasma Lodge), elevation 2,800 feet, situated in a gully with steep hills rising 2,000 feet on either side. This is the only house within a radius of 5 miles. Hence down the valley of a brook and along the valley of the stream into which it flows for 7 miles, valley shut in by steep mountains. Cross the stream at a spot where its bed is 100 yards broad, water channel being 20 yards and easily fordable, hence a precipitous ascent to Lao-wa-ching, a wretched hamlet consisting of half a dozen flat-roofed houses.

5 HSIAO-SHAO 9 m. ? Through almost desert-
ed, hilly country,
often well-wooded.

61 m.

Pass Ta-shao, a ruined village near which Indian-corn and a little opium are grown.

6 HUI-SHIH-YA 10 m. ? Ascend to a ridge ele-
vation 7,540 feet
passing Chu-ching

71 m.

about a mile from the summit, thence descend steadily over loam soil to Hui-shih-ya, a miserable hamlet of five houses. Height 3,680 feet; many villages are passed *en route* and terraced cultivation is general.

7 YUAN-CHING 10 m. ? Descend 2,185 feet by
(HSIEN). a very steep road
winding down

81 m.

through bare, desolate, uninhabited granite hills. Cross the Red river by boat ferry and enter the town.

River Route.—Lin-an may be reached from Yüan-chiang by descending the Red river by boat to P'u-p'iao village in three hours' navigation. This village is on the left bank of the stream near an unnavigable rapid and is surrounded by an earthen wall. Hence a road leads to Lin-an *via* Shih-p'ing. Below this the river becomes more shut in, the hills rising 3,000 feet above the stream. Several rapids necessitate portages. About a day's journey down stream a road joins in from Lin-an; here there is a ferry. Still further down the river enters a gorge, the walls of which are over 5,000 feet high; above the gorge is a small fishing village (I-sa) and below this point navigation is impossible. This point is two days' journey downstream and here the road must

ROUTE No. 116—*contd.*

be taken to. Path leads up an almost perpendicular hillside by a series of zig-zags, the ascent occupying $3\frac{1}{2}$ hours. Hence a gentle descent through numerous villages, finally scaling a ridge whence Lin-an is visible, a march distant

ROUTE No. 117.

FROM CH'IU-PEI (HSIEN) TO KUANG-HSI (HSIEN).

*About 50 miles.**5 stages.**Authority.*—Captain L. D. Fraser, April 1900. (From native information.)*Epitome.*—A small lateral communication. It is said to be passable for mules. No details available.

No. of stage and total distance.	DETAILS.		
1	LAO-CHAI	12 m. 4 f. ?	General direction north-west by north. Good mule track, but hilly in places.
12 m. 4 f.			
2	YA-LAI	10 m. ?	
22 m. 4 f.			
3	FU-SHUI	10 m. 4 f. ?	Cross the Ta-chiang Ho, which is said to be 8 feet deep here
33 m.			
in the dry season. Two small ferry boats.			
4	CHEN-NAN	8 m. ?	
41 m.			
5	KUANG-HSI (HSIEN).	9 m. ?	
50 m.			

ROUTE No. 118.

FROM CH'IU-PEI (HSIEN) TO MENG-TZÜ (HSIEN).

About 65 miles.

5 stages.

Authority.—Captain L. D. Fraser, April 1900. (From native information.)

Epitome.—Said to be a fair mule-road. No details available.

No. of stage and total distance.	DETAILS.	
1 10 m.	CH'IU-PEI- T'ANG.	10 m. ? General direction south-west by south. Fair mule-road.
2 20 m.	TA-CHIA	10 m. ?
3 35 m. 6 f.	YANG-LAN- CHANG.	15 m. 4 f. ?
4 50 m. 4 f.	PU-LA-KAI	... 15 m.
5 64 m. 4 f.	MENG-TZU- (HSIEN).	... 14 m.

See Route 120,
Stages 1 and 2.

ROUTE No. 119.

FROM KUANG-NAN (HSIEN) TO PO-SÊ (HSIEN).

*About 130 miles.**11 stages.**Authority.*—Various.

Epitome.—The trade route by which goods from Yün-nan Fu *viâ* Kuang-nan reach the trade-dépôt at Po-sê whence they are shipped for transport to Canton *viâ* the West river. An indifferent mule-road very difficult for transport in the rains owing to the clay soil over which the road runs. The road descends to the Hsi-yang Ho in stage 2 and then runs over rocky country descending again to the Hsi-yang valley in stage 4. In stage 6 it bends north-east and passing through Kuei-ch'ao runs through hilly country descending in stage 8 to the Yu-chiang where boat can be taken or a rough road along the right bank of the river followed to Po-sê. Probably small camping grounds and few supplies *en route*, but no details are available.

No. of stage and total distance.	DETAILS.			
1	SHA-MU-CH'IAO	10 m. ?	General	direction
10 m.	stiff clay soil over the Kuang-nan plain for five miles and then crossing a small ridge (height 4,500 feet) passes over bare undulating country to Sha-mu-ch'iao.			
2	HSI-YANG	13 m. ?	General	direction
23 m.	three miles to Yang-liu-ching and then descends 2,600 feet steeply to the Hsi-yang Ho and crossing to the right bank reaches the village. The Hsi-yang Ho at the crossing is 50 yards wide, shallow and unnavigable.			
3	LIU-KUNG	.. 11 m. ?	General	direction
34 m	for 1,400 feet to Mo-han-t'ang and then runs by a rough and stony path through a series of narrow defiles to Liu-kung			
4	CHE-LANG	... 13 m.	General	direction
47 m.	to the Hsi-yang Ho at Po-ka and follows the stream along the left bank to camp.			

ROUTE No. 119—*contd.*

- 5 SSU-TING ... 14 m. ? General direction east.
 61 m. The road runs over fire-clad hills and then again descends to the Hsi-yang valley to Fu-chao, a walled town of about 200 houses. The road continues down the valley to Ssü-ting. Here a route goes south-east to Kuei-ch'uan in Kuang-hsi. A route from K'ai-hua joins the road at Fu-chao.
- 6 KUEI-CH'AO ... 10 m. ? General direction east.
 71 m. north-east. The road skirts the valley of the Hsi-yang Ho and runs for the most part through cultivation to the town. Kuei-ch'ao is the residence of a Chinese official.
- 7 CHE-SANG ... 12 m. ? General direction
 83 m. north-east. The road ascends the valley and crossing a small ridge descends into a barren valley bounded by bare high hills. Crossing this, the road descends from Nan-ho by a steep rocky road through clay soil to Chê-sang, a small village built on either bank of the stream.
- 8 PAI-AI ... 13 m. ? General direction
 (PO-NGAI). north-east. The road ascends to the summit of the valley at Chia-ning-t'ang and then descends steeply to the Yu-chiang, the main southern branch of the West river. Pai-ai is a busy village being the highest point at which the river is navigable for small boats and consequently the port at which goods river-borne from Canton are landed for their caravan journey to Yün-nan Fu.
- 9 YANG-KAI ... 11 m. ? From Pai-ai a bad
 107 m. road skirts the right bank of the river, crossing beyond San-ts'ung to Po-sê.
- 10 LU-FANG ... 10 m. ? The journey may also
 117 m. be performed by water in small junks. Owing to the windings of the stream, the distance by water is about 40 miles.
- 11 PO-SÊ (HSIEN) ... 12 m. ? Po-sê is the terminus
 129 m. of junk-traffic from Canton. It is an important trade depôt, but is considered very unhealthy.

ROUTE No. 119—*contd.*

Goods from Po-sê are generally sent by land to Huang-ts'ao-pa in Kuei-chou, a distance of twelve caravan stages. This route, as well as the neighbourhood of Po-sê generally, is however much infested by dacoits.

From Po-sê large junks run to Canton in about three weeks *via* Nan-ning (260 miles) and Wu Chou (580 miles). The up stream journey takes about 6 weeks. There is also a fleet of steam launches which ply on the river.

The stages from Po-sê to Huang-ts'ao-pa are—

- (1) Kuei-lo, (2) Tien-tung, (3) Lo-li, (4) Lu-ch'in, (5) Pan-tao, (6) Hsi-lung, (7) Pan-pêng, (8) Pan-pa, (9) Po-cho, (10) Pin-chai, (11) Chang-t'an, (12) Huang-ts'ao-pa. (Native information.)

ROUTE No. 120.

FROM MÊNG-TZŨ (HSIEN) TO K'AI-HUA (HSIEN).

65 miles.

5 stages.

Authority.—Captain C. Ryder, May 1899.

Epitome.—A road connecting two important frontier towns. A mule-road, unpaved and in good condition throughout. The road leads through hilly country gradually ascending to the headwaters of the Clear river in stage 2, whence the road passes over undulating limestone country, with some cultivation to the K'ai-hua plain.

Camping ground.—Small at stage 1; good at the other stages.

Water.—Good throughout.

Supplies.—Small.

No. of stage and total distance.	DETAILS.	
1	PU-LÀ-KAI	... 14 m. General direction east. Path very fair; unpaved path leads
14 m.	<p data-bbox="256 1045 1203 1352">past the foreign settlement and straight across plain to mile $2\frac{1}{2}$; then up hill, at first steep to top 5,600 feet at mile $4\frac{1}{2}$; a dip into small valley with the small village of To'u-t'ang at mile 5, height 5,600 feet, then up hill, fairly steep, to 6,300 feet, at mile $6\frac{1}{4}$; along ridge to mile 7, 6,500 feet, ridge then undulating; at mile $8\frac{3}{4}$ two paths slightly down hill, amongst small hills, and meeting at Ch'iao-tolu (20 houses). Up small cultivated valley, passing Po-po at mile 12, then over low spur into valley again, up it, passing a hamlet at mile $13\frac{1}{2}$ and Pu-la-kai at mile 14 (30 houses). Height 6,200 feet. Small inn.</p> <p data-bbox="305 1352 683 1388"><i>Camping ground</i>.—In fields.</p> <p data-bbox="305 1388 548 1423"><i>Supplies</i>.—Small.</p>	
2	YANG-LAN- CHANG.	... 15 m. General direction east-north-east. Path very fair. Up nar-
29 m.	<p data-bbox="246 1522 1203 1740">row valley amongst downs, gradually ascending to 6,500 feet at mile $1\frac{3}{4}$; level to mile 2; then gradually down hill to small group of Miao villages, Hsiao-pa-hsing at mile $3\frac{1}{2}$; descent very slight down valley to Ming-chiu at mile 5, large village, 100 houses, several small inns, height 6,100 feet; over low ridge at mile $5\frac{1}{2}$, height 6,400 feet; down into dry <i>nullah</i> up it to mile 7, over low ridge at 6,800 feet, mile $7\frac{3}{4}$, and slightly down hill to Tso-so-pa at mile</p>	

ROUTE No. 120—*contd.*

9 $\frac{1}{4}$; up small valley over small ridge at mile 10 $\frac{1}{2}$, and down hill, crossing low valley, at mile 11 $\frac{1}{2}$, height 61,000 feet; up valley passing San-tao-kou at mile 11 $\frac{3}{4}$ on the ridge, height 6,400 feet, at mile 13 $\frac{1}{4}$; down hill and along narrow valley to camp at mile 15, height 5,400 feet; largish village; several fair inns.

Camping ground.—In fields.

Supplies.—Small.

3 NO-LANG-KAI 10 m. 4 f. General direction east-

Path very fair; unpaved. Down valley

39 m. 4 f.

to where stream goes under ground. Then over very low watershed at mile 1 $\frac{1}{4}$. Then amongst devil's cauldrons, level, to mile 5. Then descent. Last part steep and paved to Ta-hsin-ya (height 4,900 feet) at mile 5 $\frac{1}{2}$. Skirt small, cultivated valley crossing stream at mile 6 $\frac{3}{4}$ to Hsiao-hsin-ya on the other side of the valley. Up hill gradual to 4,800 feet at mile 8 $\frac{1}{4}$. Across level, bare, rolling downs to No-lang kai (20 houses). Very small inn. Height 4,700 feet.

At mile 6 $\frac{3}{4}$, clear river; 15 yards wide, 3 feet deep. Crossed by arched bridge, 12 yards span.

Camping ground.—Ample room on downs.

Supplies.—Small.

4 MA-T'ANG ... 9 m. 4 f. General direction south-east. Path

49 m.

good; unpaved.

Level over bare downs to mile 3. Then slight descent and rise and descent again to small stream at mile 4 $\frac{1}{2}$. Height 4,250 feet. Up slope to mile 5. Height 4,550 feet. Down slightly into open, dry, partly cultivated plain to mile 8 $\frac{3}{4}$. Slight rise into plateau to large village of Ma-t'ang (60 houses). Good inns. Height 4,500 feet.

Stream at mile 4 $\frac{1}{4}$. Little water. Crossed by arch 10 yard-span.

Camping ground.—Ample room on bare downs.

Supplies.—Small.

5 K'AI-HUA ... 15 m. 4 f. General direction south-east. Path

(HSIEN).

very fair, unpaved

64 m. 4 f.

until plain is reached. Down to stream at mile $\frac{3}{4}$. Height 4,300 feet. Over two rises of about 200 feet each, with corresponding descent between the large stream and village of Lung-ch'in-ch'iao at mile 3. Slight rise and level to Kan-t'ang-tzu at mile 4 $\frac{3}{4}$, and T'ien-shêng-ch'iao at mile 8. Cross stream by natural bridge and rise slightly to ridge at mile 9 $\frac{1}{4}$. Height 4,500 feet. P'o-

ROUTE No. 120—*contd.*

shang-po to right. Level, to mile $10\frac{3}{4}$. Then down narrow valley to mile 11. Temple, Ch'ang-an-ssu to right. Then skirt plain, rocky hills on right, passing through Fei-t'u-chai at mile $12\frac{3}{4}$, to fair-sized city of K'ai-hua. Good inns. Height 4,350.

Rivers.—At mile $\frac{3}{4}$ small stream. Little water. Crossed by arch 8-yard span.

At mile 3, Clear river, unfordable, 20 yards wide. Crossed by arch 16-yard span.

At mile 8, Clear river crossed by natural bridge 200 feet above water.

Camping ground.—Among graveyards.

Supplies.—Good.

ROUTE No. 121.

FROM MÊNG-TZŮ (HSIEN) TO HSIN-KAI (ON THE RED RIVER).

About 36 miles.

4 stages.

Authority.—French sources, 1900.

Epitome.—A road from Mêng-tzu to the Red river below Man-hao. A practicable mule-road. The road ascends to the col of the Hsin-t'ien Ho and then skirts the left bank of the stream to its junction with the Red river. No details obtainable.

No. of stage and total distance.	DETAILS.		
1	HO-CHIA-CHAI ...	6 m.	See Route 105, Stage 14.
6 m.			
2	HSIN-CHIEN ...	7 m. ?	General direction south-south-east. Cross a col and descend to the valley of the Hsin-t'ien Ho.
13 m.			
3	PIEN-TZU ...	12 m. ?	General direction south by east. Follow the left bank of the Hsin-t'ien Ho, passing Mao-mao-t'u en route.
25 m.			
4	HSIN-KAI ...	11 m. ?	General direction south-south-west. Continue to skirt the left bank of the Hsin-t'ien Ho to its junction with the Red river. Hsin-kai is on the right bank of the Hsin-t'ien Ho at its junction with the Red river.
36 m.			

There is an alternative route down the right bank of the Hsin-t'ien Ho *via* Hao-chi-ti to Hsin-kai. It is not so easy as the route given above.

ROUTE No. 122.

FROM K'AI-HUA (HSIEN) TO KUANG-NAN (HSIEN).

90½ miles.

7 stages.

Authority.—Captain L. D. Fraser, March 1900.

Epitome.—An important road, connecting two frontier towns. A good mule-road throughout, but roughly paved in places in the last two stages. A road with easy gradients throughout, passing over undulating, barren country, bordered by small limestone peaks.

Camping grounds.—Good.

Water.—Is scarce *en route* in stages 1, 2, 4 and 5.

Supplies.—Few.

No. of stage and total distance.	DETAILS.			
1	T'IEH-CH'ANG	12 m. 6 f.	General	direction
			north	by east.
			Good	mule road
12 m. 6 f.	<p data-bbox="228 1024 1170 1276">with easy gradients. Crossing the river, the road passes through suburbs for ½ mile and then ascends easily passing Wei-yu at ¾ mile and skirting the lower east slopes of the plain. At 3¼ miles it enters a small ravine up which it continues to ascend easily, the hills occasionally opening out to form small basins of barren soil. Wu-t'ang is passed at 9½ miles, San-t'ang at 10½ miles, and at 12½ miles the road debouches on a large plain 7 miles wide, partly under cultivation, at the entrance to which is the village.</p> <p data-bbox="228 1276 1170 1402">The Ch'ing Ho or "Clear river" is 36 yards wide at the crossing and 2¾ feet deep, with moderate current and firm banks 15 feet above stream. It is crossed by a three span stone-arched bridge 39 yards long with a roadway of 18 feet.</p> <p data-bbox="228 1402 1170 1493">After leaving the plain at 3¼ miles water is scarce except between the 6th and 7th miles, where there is ample watering-accommodation.</p> <p data-bbox="228 1493 1170 1556"><i>Camping ground.</i>—At Wu-t'ang for 350 men. At T'ieh-ch'ang there is extensive camping ground in the plain.</p> <p data-bbox="284 1556 480 1581"><i>Water.</i>—Good.</p> <p data-bbox="284 1581 505 1606"><i>Supplies.</i>—Poor.</p>			
2	P'U-P'IAO	... 12 m. 2 f.	General	direction
			north	by east.
			Good,	level mule-
25 m.	<p data-bbox="212 1719 1162 1753">road throughout. Skirting the west slope of the plain, the road</p>			

ROUTE No. 122—*contd.*

passes Wei-yu at $2\frac{1}{4}$ miles and Pei-ni-chang a mile beyond, and the hills now fall back $\frac{1}{2}$ mile from the road, which continues over the plain to Chiang-na. Here a road branches east to Pai-sê *via* A-mêng and Kuei-ch'ao. At $10\frac{3}{4}$ miles the road re-approaches the west slopes of the plain, at the foot of which is the village.

Several small streams are passed *en route*, with an average width of 7 yards, depth 1 foot, with muddy bottom and gentle current in the plain, but water is scarce except at the streams. A few small ponds of fair water are passed.

Camping ground.—Camp at P'u-p'iao for a brigade.

Water.—Good.

Supplies.—Small.

3 A-CHI-HSÜN ... 16 m. 6 f. General direction
north-east by north.

41 m. 6 f.

Good mule-road

with easy gradients. The road skirts the west slopes of the plain, and at $2\frac{3}{8}$ miles enters a narrow defile and passing Lê-tao-chien at $4\frac{1}{2}$ miles reaches Kan-ho at 8 miles; $1\frac{1}{2}$ miles before reaching this village a road branches west-north-west to Chu-yüan *via* Chang-lêng-kai. Crossing the Kan-ho Ho just beyond the village, the road traverses a series of narrow valleys bounded by low hills, and at $14\frac{5}{8}$ miles winds round the side of a sugar-loaf hill, descending at $15\frac{3}{8}$ miles gently, and then for 150 yards steeply, to a small stream which is crossed at $15\frac{5}{8}$ miles just above its junction with the Sancha Ho. Skirting the left bank of the latter stream the road winds easily up to the village.

The Kan-ho Ho is 8 yards wide, 1 foot deep, with gentle current and good approaches. Spanned by single arch stone bridge.

Camp at Lê-tao-chien for a brigade. Good water. At Kan-ho for 700 men.

Camping ground.—Around A-chi-hsün for a division.

Water.—Good.

Supplies.—Small.

4 CAMP BEYOND 11 m. 2 f. General direction
CH'IAO-CHIN. north-east by north.

53 m.

Good mule road

with easy gradients. The route passes through a succession of small valleys, mostly under irrigation, bounded by limestone hills and separated by small saddles which are crossed with easy gradients. The following villages are passed:—Ka-tzu ($3\frac{1}{2}$ miles), Tu-po-ni ($6\frac{1}{2}$ miles), and Ch'iao-chin, camp being formed 2 miles beyond the last village, in the vicinity of several ponds.

Camping ground.—For a brigade.

Water.—Is generally scarce on the way, but several ponds are passed *en route*. They consist of muddy but drinkable water.

ROUTE No. 122—*contd.*

5 CHIA-PAN ... 13 m. 6 f. General direction east-north-east. Good mule road with easy gradients. The route is of the same character as in the last stage, passing through Pei-ni-t'ang ($2\frac{3}{4}$ miles), Tang-in-chu ($4\frac{1}{8}$ miles), Shan-chai ($4\frac{3}{8}$ miles) to A-chi-tê ($5\frac{7}{8}$ miles), which is situated in a small plain. Leaving the plain through a small defile between limestone peaks, the road passes through Kun-ka-wan at 11 miles and at $12\frac{1}{4}$ miles emerges on to low downs, over which it passes to the village. Camp at A-chi-tê for a division. Small supplies. Water *en route* is generally scarce.

Camping ground.—At Chia-pan for a brigade.

Water.—Good.

Supplies.—Poor.

6 KULING ... 12 m. 4 f. General direction east. Good mule-road, but rough in places. 79 m. 2 f. From the village the road descends gently to Ma-li-chu ($1\frac{1}{8}$ miles) where it enters a narrow defile and at 4 miles descends the hillside by a roughly-paved road to Hung-hsin-kai ($5\frac{1}{4}$ miles). Crossing the stream of the same name just beyond the village, the road winds easily down the hillside overlooking the left bank of the stream, debouching at $7\frac{3}{8}$ miles on a small irrigated plain. Passing Pa lang at $8\frac{3}{4}$ miles, the road at $11\frac{3}{8}$ miles crosses to the right bank, recrossing the stream 600 yards beyond, camp being formed west of the village. The Hung-hsin Ho at the first crossing is 8 yards wide, 1 foot deep with moderate current, stony bed and narrow approaches. For 2 miles below the crossing, the stream has a very rapid descent between high hills, it then winds easily along the plain. At the 2nd crossing it is 12 yards wide, $1\frac{1}{2}$ feet deep, gentle current and good approaches. All crossings spanned by single arch stone bridges with 11-foot roadway.

Camp in the plain west of Hung-hsin-kai for a division if the fields are not under irrigation, otherwise for 400 men in the vicinity of the village. In the plain bordering Pa-lang for a brigade. Poor supplies.

Camping ground.—In the plain west of Ku-ling for a division.

Supplies.—Nil.

7 KUANG-NAN ... 11 m. 2 f. General direction east-north-east. Good mule road, but roughly paved in places. Half mile beyond Ku-ling the road skirts out of the valley up a small ravine and after crossing a small spur by a badly-paved road runs level, until at $3\frac{1}{2}$ miles it descends.

ROUTE No. 122—*contd.*

fairly steeply for $\frac{1}{4}$ mile to the valley of the Hsi-yang Ho and, passing through Tu-ku-chai, crosses the stream at $4\frac{1}{8}$ miles. After skirting the left bank for 1,000 yards the road ascends a ravine through which flows a tributary—the Ka-lei Ho. Ascending easily between limestone hills the road at $8\frac{3}{8}$ miles, emerges on to a barren plain of stiff clay, which would be heavy going in wet weather. Over this plain the road passes to the town. Headquarters of a District Magistrate.

The Hsi-yang or San-pei Ho is 28 yards wide, $2\frac{1}{2}$ feet deep, with stony bed, moderate current and good approaches. Spanned by 3-arch stone bridge, 38 yards long, 20-foot road-way in bad repair.

Camp for a division in the plain of the Hsi-yang Ho. No supplies.

Camping ground.—Large camp accommodation in the plain surrounding Kuang-nan.

Water.—Limited.

NOTE.—The telegraph line from K'ai-hua to Kuang-nan follows the general line of this route.

ROUTE No. 123.

FROM K'AI-HUA (HSIEN) TO PO-SÊ (HSIEN).

146 miles.

14 stages.

Authority.—Captain L. D. Fraser, March 1900. (From native information.)

Epitome.—A little-used route direct from K'ai-hua to Po-sê without going by Kuang-nan. A mere hill track, but probably practicable for pack transport. It bears a bad reputation, owing to the number of dacoits who are said to infest it. No details obtainable.

No. of stage and total distance.	DETAILS.		
1	CHIANG-NA	... 14 m.	See Route 122, stages 1 and 2.
14 m.	2	KO-CH'IAO	... 10 m.? General direction east-north-east. A mere hill-track made by Lolos and not used by caravans owing to the reputation of the neighbourhood for dacoits.
24 m.	3	TUNG-TU	... 10 m.?
34 m.	4	KOU-KAN	... 12 m.?
46 m.	5	MA-KAI	... 9 m. From Ma-kai a road goes south <i>viâ</i> Tung-lê and Pu-mei to the Tong-king frontier.
55 m.	6	LUNG-TANG	... 7 m.?
62 m.	7	PA-LOU	... 10 m.?
72 m.	8	FU-CHAO	... 10 m.? Here the main road from Kuang-nan is joined (No. 119).!
82 m.			

ROUTE No. 123—*contd.*

9	KUEI-CH'AO	...	6 m.?	} See Route No. 119, stages 6 to 11.
88 m.				
10	CHE-SANG	...	12 m.?	
100 m.				
11	PAI-AI	...	13 m.?	
113 m.				
	YANG-KAI	...	11 m.?	
124 m.				
13	LU-FANG	...	10 m.?	
134 m.				
14	PO-SÊ	...	12 m.?	
146 m.				

ROUTE No. 124.

FROM K'AI-HUA (HSIEN) TO HA-GIANG (IN TONG-KING).

74 miles.

6 stages.

Authority.—Captain G. C. Rigby, March 1900.

Epitome.—A road from K'ai-hua to the important French post at Ha-giang crossing into Tong-king in stage 5. A good mule-road for the first three stages, thence fair for two stages. Afterwards good. The road follows the course of a series of valleys, passing through broken, rocky country, gradually becoming more wooded. The Clear river is crossed by boat ferry in stage 5. The French frontier post of Tan-t'ui is met in stage 5, whence there is a telegraph line to Ha-giang.

Camping grounds.—For 500 men throughout.

Water.—Good except at stage 1

Supplies.—Few procurable *en route*.

No. of stage and total distance.	DETAILS.
1	HSUEH-LI-KAI ... 10 m. General direction east-south-east. Good mule-road; level or undulating easily all the way. After leaving the west gate of K'ai-hua the route leads round the south side of city through outskirts between houses to 4 furlongs where cross Clear river by a 3-arched stone bridge (4,700 feet). The path then leads along the foot of low, bare hills on north side of valley, here about 1 mile broad. At 1 mile 6 furlongs pass Ho-shan-chuang 10 houses on knoll in paddy cultivation 200 yards to right. At 2 miles 2 furlongs ascend gently over long easily sloping spurs running in to the plain from hills to north. Continue undulating passing at 3 miles 5 furlongs Shu-t'ang, 15 houses, to 4 miles 4 furlongs where pass San-ko-t'an a good sized lake formed by a stone <i>bund</i> to right (4,800 feet). Continue undulating easily to 5 miles 5 furlongs where pass Ma-chang village in two parts, altogether about 100 houses $\frac{1}{2}$ mile to right and ascend easily over low hills to 7 miles 3 furlongs (5,200 feet). Country in distance to south appears very broken, a mass of small, isolated rocky peaks. Path descends to 8 miles 2 furlongs then level along a valley about $\frac{1}{2}$ mile broad fairly well-wooded with scattered firs, rocky hills on both sides, passing at 9 miles Sung-shu-pin village $\frac{1}{4}$ mile to right to 10 miles, where reach Hsüeh-li-kai, 30 houses; (5,120 feet); good inn.

ROUTE No. 124—*contd.*

Camping ground.—In dry terraced fields below village for 500 men.

Water.—Indifferent.

2 HSIN-KAI ... 17 m. General direction east-south-east. Easy mule road. Path

27 m.

leads nearly level along a narrow valley with rocky hills on either side to 1 mile 4 furlongs where pass Shang-t'ung, 4 houses to right and ascend to 2 miles where pass over a *col*, Hsin-chiu 10 houses, lying below in valley to right. Continue ascending easily along hillside to 2 miles 5 furlongs where cross small stream, and ascend steeply to 3 miles 3 furlongs (5,750 feet). Country to south a mass of broken disconnected peaks. Descend easily along hillside to 3 miles 6 furlongs where pass 4 houses and continue nearly level to 4 miles 4 furlongs; then descend to 5 miles 4 furlongs into valley; pass Shan-chin-chiu 8 houses and follow down a small stream to 5 miles 7 furlongs (4,800 feet). From here path to left to Ta-hsi-pang, distant $2\frac{1}{2}$ miles. Continue undulating easily along side of valley, steep hillside, through grass and thin jungle to 8 miles 3 furlongs where valley opens out. At 8 miles 6 furlongs cross small defile stream and pass through Hsiao-hsi-pang, about 100 houses (4,500 feet). Descend to 9 miles where cross main stream by arched stone bridge, and continue undulating over very rocky country to 10 miles; then ascend to 10 miles 4 furlongs, where pass Niu-wei-ts'un, 12 houses. Path then leads up and down over very broken country; rocky wild hills on either side. At 12 miles pass Lao-chi-na, 8 houses, in cup-like depression below to left. (This formation with no drainage outlet very common all along route.)

Path then passes over a *col* to right and descends to 13 miles where pass San-ts'un 6 houses, and at 13 miles 2 furlongs cross a *col* into another valley in which is situated Lan-ch'iao, 20 houses, scattered village. Down valley easily to 14 miles 4 furlongs where stream disappears under ground and valley becomes a narrow rocky ravine to 16 miles. The valley then opens out, paddy cultivation to right, Pien-chai village $\frac{1}{4}$ mile to right. At 16 miles 6 furlongs cross the paddy fields by raised causeway to 17 miles where reach Hsin-kai, Chinese town of about 350 houses. Residence of a Shao-kuan with a few soldiers. (4,100 feet.)

Camping ground.—In valley for 500 men.

Supplies.—Ordinary.

3 MA-LI-P'O ... 12 m. 4 f. General direction south-east. Easy mule-road; paved

39 m. 4 f.

ROUTE No. 124—*contd.*

most of the way. After leaving Hsin-kai, the valley narrows in, the path gradually rises along the right side to 1 mile 4 furlongs where cross over a low *col* to right, pass a pond and enter Lao-kai, small town of about 300 houses. After passing through town the route again debouches in to the valley of the Nan-chu Ho, here about $\frac{1}{2}$ mile wide; camping-ground in opium cultivation for 1,000 men. At 2 miles 3 furlongs pass Hei-kuang, 20 houses, across valley to left. Ascend easily along hillside to 3 miles where pass Sha-piao-ch'ih, 20 houses, $\frac{1}{2}$ mile to left. The route now leaves the valley, which bends sharply to left, and ascends easily up a narrow ravine between rocky cone-shaped peaks to 4 miles 1 furlong, where cross a *col* (4,500 feet) and continue undulating among a series of depressions between bare sharply-peaked hills, passing at 5 miles 3 furlongs a pond and small Miao-tzū village, to 6 miles 5 furlongs, where pass P'u-la-chai, 8 houses to right (water from pond); ascend slightly, then descend 250 feet to 7 miles, where pass Liang-shui-ch'in, 40 houses, in narrow dip, wooded hills on either side, water from good spring 4,370 feet. Path continues undulating among depressions between a succession of peaks, country covered with scattered firs to 8 miles 7 furlongs, where Nan-chu Ho valley again comes in view to left with several small villages. Continue through broken, well-wooded country to 10 miles 2 furlongs, pass Liu-k'un-t'ang in dip to left and ascend easily passing 4 houses to right to 11 miles 4 furlongs (4,400 feet) where cross over a *col* and descend easily along hillside to 12 miles 4 furlongs, where enter Ma-li-p'o, Chinese town of about 500 houses built along a fairly broad paved street sloping up a small valley (4,060 feet).

Rivers.—Nan-chu Ho, 10 yards broad, water retained by frequent *bunds*. Flows to Clear river.

Camping ground.—In cultivation in Nan-chu Ho valley below town for 500 men. Fair inn.

4 CH'IAO-CHI-TANG 12 m. General direction south-east. Fair mule-road. After 51 m. 4 f. leaving Ma-li-p'o path ascends steeply 200 feet where path to right to Lao-hsüeh-ch'i village. Continue ascending easily along hillside to 1 mile 3 furlongs, where pass Hsi-kuei-mên, 10 houses, in jungle. Undulating along hillside, through grass and thin jungle to 1 mile 7 furlongs, then descend steeply to 2 miles 5 furlongs (3,900 feet) where cross Nan-chu Ho stream (1 foot deep) and ascend steeply to 3 miles 4 furlongs. Continue undulating along hillside through grass and bush jungle to 3 miles 7 furlongs, where pass guard-house to left, cross over a *col* and descend to 4 miles 2 furlongs, where pass Chin-tan-tzū, 6 houses, to left; cross a small stream and descend to 4 miles 5 furlongs (4,060 feet). Pass Lo-shui-t'an, 10

ROUTE No. 124—*contd.*

houses, and continue undulating along steep hillsides to 6 miles where pass To-shui t'ien, 25 houses, and descend steeply to 6 miles 6 furlongs (3,600 feet). Cross a small stream, pass through terraced cultivation and ascend slightly to 7 miles, Pien-chai village, 6 houses. Descend easily along hillside passing at 8 miles Lao-mên-yao 8 houses (3,300 feet), then steeply to 8 miles 7 furlongs (2,850 feet), where cross a small stream in narrow ravine and ascend steeply 150 feet to 9 miles 1 furlong, where pass a guard-house to left and descend 100 feet then continue undulating easily crossing a stream at 10 miles and passing Shan-sui, 5 houses, to left, to 11 miles, where enter Ch'iao-chi-tang village, 10 houses. No inn. (3,000 feet).

5 TAN-T'UI ... 11 m. General direction
south-east. Rough
mule-road. Path

62 m. 4 f.

descends fairly easily along hillside through patches of cultivation to 2 miles, then steeply; path very rough, passing at 2 miles 2 furlongs Pao-t'ou-tan, 15 houses (2,000 feet) to 3 miles 7 furlongs where reach San-chuang-wan, small village with Chinese guard-house on bank of Clear river which flows out of narrow gorge $\frac{1}{4}$ mile above (800 feet). Path continues down narrow valley along left bank of river; short, easy ascents and descents through patches of cultivation, crossing several small streams, to 7 miles 3 furlongs where cross river by ferry to Pak-bao, small village and Chinese frontier post. At 7 miles 5 furlongs cross a small rivulet which forms boundary between Chinese and French territory. Continue level down right bank of river by good path to 10 miles 5 furlongs where pass through native village of Tan-t'ui. Cross Tan-t'ui Ho by wooden bridge to 11 miles, where enter French frontier post of Tan-t'ui. (650 feet). Garrison, 100 Annamite soldiers, under 2 French officers, 6 French non-commissioned officers. Telegraph line to Ha-giang. Mules 5 hours on road.

Rivers.—Clear river 40 yards broad. Swiftly flowing stream with rocks and many rapids. Unfordable and unnavigable. Pak-bao ferry—bamboo raft worked on a rope across stream. Carries 8 or 10 loads at a time. Mules swim. Tan-T'ui Ho—rapid stream 30 yards by 2 feet flows into Clear river just below post.

6 HA-GIANG ... 12 m. General direction
south-east. Good
mule-road. Path

74 m. 2 f.

leads along right bank of Clear river to 1 mile 6 furlongs where is a monument to a French General drowned attempting to descend river on raft.

The hills on right of valley now commence to recede from river. Path cuts across bends of the stream away from the river passing

ROUTE No. 124—*contd.*

through the patches of cultivation crossing several small streams, bridged. At about 11 miles path rises slightly, crossing a ridge and finally descends to Ha-giang, French Military Post and Headquarters of Circle. Garrison 1 Company Légion Etrangère, some Marines, Annamites, and Artillery.

Supplies.—European supplies procurable. Market every 5th day. Navigable limit of Clear river.

N.B.—A good 8-foot mule-road is being constructed from Ha-giang to Tan-t'ui.

ROUTE No. 125.

FROM K'AI HUA (HSIEN) TO LAO-KAI.

85 miles.

7 stages.

Authority.—Captain C. Ryder, May 1899.*Epitome.*—A road leading to the French frontier post of Lao-kai on the Red river.

A very fair unpaved mule-road for 2 stages, then narrow rocky mule-track, and boggy in addition in stages 6 and 7. The road leads over a succession of stony, rocky valleys, and in stage 6 crosses the Nan-hsi Ho at a ford. It then ascends to the Red river watershed, descending thence to Lao-kai.

Camping grounds.—Good at stages 1, 3, 6 and 7; poor at stages 4 and 5. Fair at stage 2

Water.—Good throughout.

Supplies.—Very small.

No. of stage and total distance.	DETAILS.	
1	ÊRH-T'ANG	11 m. 4 f. General direction south-west. Path very fair, unpaved.
11 m. 4 f. Across plain to foot of rocky hills at mile $1\frac{1}{4}$, up by rocky path to mile $1\frac{1}{2}$, height 4,550 feet, then up narrow valley, rocky hills on both sides, to miles $2\frac{1}{2}$, 4,750 feet; then on to bare downs, gradually ascending to 5,000 feet, at mile 4, then level and drop 300 feet to natural bridge, 100 feet above stream, at mile $5\frac{1}{4}$; up to 4,950 feet, at mile $6\frac{3}{4}$; dip and up to watershed at mile 6, 4,800 feet; up side of hill to 5,250 feet, at mile $6\frac{3}{4}$ up hill, passing Lêng-shui-kou at mile 8, to 5,800 feet at mile $8\frac{1}{2}$, then level to Huang-ts'ao-pa at mile 9; path continues level winding amongst bare, low hills to mile $10\frac{3}{4}$, then down hill to group of villages, Êrh-t'ang, in small cultivated valley at mile $11\frac{1}{2}$, in all 30 houses; height 5,500 feet. No inn.		
<i>Camping ground.</i> —In fields.		
<i>Supplies.</i> —Very small.		
2	TI-MI	... 11 m. 4 f. General direction south. Path fair, unpaved. Up narrow valley over low spur at 5,600 feet into same valley, cross it and uphill passing Hsin-chai at mile $1\frac{3}{4}$; on to watershed at mile 2, height 5,800 feet; pass Yang-liu-Ho at mile $3\frac{3}{4}$ and P'ing-pa at
23 m.		

ROUTE No. 125—*contd.*

mile 4; very large village, good inns, 5,700 feet; level to Shui-tu-fang at mile $4\frac{3}{4}$, skirt valley and into another at mile $5\frac{1}{2}$; down the side of it, leaving San-chia on left at mile $6\frac{1}{2}$; slight ascent to 5,500 feet at mile 7, and downhill to 5,300 feet at mile $7\frac{1}{2}$; pass Shih-tung-mên at mile 8, 5,200, feet; up narrow valley to 5,400 feet at mile $9\frac{3}{4}$; down 100 feet to mile 10, Lo-shui-tang (a hamlet); up rocky path to mile 11 and down to Ti-mi, 30 houses at end of cultivated valley; small inn; height 5,100.

Supplies.—Small.

3 PA CHAI ... 12 m. General direction south. Path moderate, badly paved,

35 m. first half of the way often narrow and rocky. Up narrow cultivated valley passing Lao-ma-t'ien (20 houses), height 5,150 at mile $2\frac{1}{2}$; leave Hsin-chai to left at mile $3\frac{1}{2}$, pass Hsün-shan at mile 4, and Hsiao-p'u-tzü at mile $4\frac{1}{2}$, and T'ieh-shui-ai in two bits at miles $5\frac{3}{4}$ and 6, Ti-fang at mile $7\frac{1}{2}$, and on to watershed at mile 8, 5,500 feet; level to mile $8\frac{1}{2}$, slight descent to San-chia at mile $8\frac{1}{2}$, down valley to mile 10, height 3,200 feet, then up hillside to mile 11, and level to Pa-chai, mile 12, passing a smaller village of same name $\frac{1}{4}$ mile before. Large village; good inns; height 5,600.

Camping ground.—Outside village.

Supplies.—Small.

4 HSIAO-PA-CHAI ... 12 m. General direction south-south west.

47 m. Path narrow and rocky. Down rocky path to Yao-shan at mile $\frac{3}{4}$, 5,400 feet, and Wu-lu-chê at mile $1\frac{3}{4}$; cross over into another small valley and up over low watershed at mile $2\frac{3}{4}$, 5,300 feet; down narrow valley cross small stream at mile $3\frac{3}{4}$, 4,900 feet; up a spur passing Yufang-p'u at mile $4\frac{1}{2}$, and Wa-t'ang at mile $5\frac{3}{4}$, and another hamlet of same name at mile $6\frac{1}{4}$; over low watershed 5,700 feet to Tashih-ch'ang, large village (40 houses); inn; fairly level along hillside to $7\frac{1}{4}$; then slightly down hill to Chi-chia-wan at mile $7\frac{1}{2}$; undulating on hillside to Ch'a-ho at mile 9, 5,300 feet; gradual descent to mile $10\frac{1}{2}$, then fairly level with one rocky ascent of 100 feet to Hsiao-pa-chai, 2 houses; deserted inn. Height 4,800 feet.

Camping ground.—Room to pitch a few tents on hillside.

Supplies.—Nil.

5 P'U-YIN ... 14 m. 4 f. General direction south. Path narrow and rocky.

61 m. 4 f. Slight descent, then level under cliff and rise to Lao-t'ou-p'u in two bits at miles $\frac{3}{4}$ and 1, height 5,200 feet; path very stony uphill to

ROUTE No. 125—*contd.*

mile $1\frac{3}{4}$, 5,700 feet, then level and slight descent, then up paved path, to 5,900 feet at mile $2\frac{1}{4}$; down narrow valley passing Wa-t'ang (1 hut), 5,700 feet at mile $2\frac{3}{4}$; up side of hill on to ridge at mile $4\frac{1}{2}$, 5,800 feet; down bare spur, path very stony or paved in steps to large village Kung-lung-hsing at mile $6\frac{1}{2}$, 50 houses; inn; height 4,700 feet. Down valley, passing Ta-shih-kao, cross valley and small stream, 4,000 feet, and slightly up narrow valley, thick jungle to mile $9\frac{3}{4}$, 4,250 feet, on bare hillside, at first fairly level, then descend to Ti-fêng at mile 13, height 3,550 feet, and fairly level to P'u-yin at mile $14\frac{1}{2}$, 3,600 feet, 4 houses.

Camping grounds.—Tents must be pitched on sloping fields.

Supplies.—Nil.

6	NAN-HSI	...	9 m.	General direction
				south; path narrow,
				bad, very rocky and

70 m. 4 f.

boggy. At first fairly level, small ups and downs on hillside to mile $1\frac{1}{4}$; then down hillside, path very stony into valley at mile 5, 1,300 feet; follow left bank of stream, crossing three times about mile $5\frac{1}{2}$; over low watershed at mile $6\frac{1}{4}$; cross and re-cross small stream, then round on to hillside and down to small cultivated valley, Hsiao-nan-hsi (scattered huts); cross valley and river at mile $7\frac{3}{4}$, down left bank to large village of Nan-hsi, 40 houses built of bamboos, height 600 feet.

Rivers.—About mile $5\frac{1}{2}$, cross stream 3 times; 6 yards wide, 6 inches deep; at mile $7\frac{3}{4}$, ford small river, the Nan-hsi Ho, 30 yards wide, 2 feet deep, fast current, only fordable at ford.

Supplies.—Small.

7	HO-K'OU (OPPOSITE LAO-KAI).	14 m.	General direction
			south. Path very
			narrow and very

84 m. 4 f.

boggy after heavy rain. Cross river and keep close along right bank to Ma-huang-p'o, mile 7,550 feet, then up steep to 1,150 feet and down 300 feet to stream at mile $8\frac{1}{2}$; up it over low spur and down to stream again, and up small valley to watershed at mile 9, 1,000 feet, down into valley, cross stream 12 times, passing Na-pai at mile 11, and Nan-ni-tang at mile 13, and reach Ho-k'ou at mile 14. Large village; customs station. Height 350 feet.

Nan-hsi Ho, 40 yards wide, unfordable, 1 boat taking 8 loads at miles $8\frac{1}{2}$, stream 3 yards \times 1 foot.

Camping ground.—Anywhere.

Supplies.—Fair.

ROUTE No. 126.

FROM MAN-HAO TO I-SA.

115 miles.

11 stages.

Authority.—Prince H. D'Orléans, March 1895.*Epitome.*—A road from Man-hao up the right bank of the Red river to I-sa whence Lin-an may be reached by road.

A practicable mule-road, but rough and slippery in places. Probably only suitable for the passage of a small force. No details obtainable as to camping grounds. Good water throughout, but very few supplies.

No. of stage and total distance.	DETAILS.	
1	LU-CH'I-SEN	... 12 m. General direction west-north-west. Cross the Red river by boat ferry at Man-hao then up hill from the Red river valley by a steep road, slippery in places. Lu-ch'i-sen is a Pou-la village.
12 m.		
2	SHA-HA-TE	... 3 m. General direction west-north-west. A Chinese village. Height 4,950 feet.
15 m.		
3	FÊNG-CHÊN-LIN	15 m. General direction west-north-west. Descend to the Ma-fêng Ho (3,120 feet) and thence ascend to the watershed separating the stream from the Chi-li-po Ho (4,950 feet), descending thence to Fêng-chên-lin, a small Chinese town, the residence of a minor official. Height 4,050 feet.
30 m.		
4	HSIN-KA	... 11 m. General direction north-west. Cross a col (6,290 feet) and descend thence to Hsin-ka, a Chinese village. Height 5,450 feet; very small supplies.
41 m.		
5	WANG-CHIU-PEI	9 m. General direction north-west. A Chinese village. Height 6,670 feet.
50 m.		

ROUTE No. 126—*contd.*

- 6 TA-MA-TO-LO ... 7 m. General direction
north-west. Des-
57 m. cend to the Yang-
hsi Ho (3,760 feet), and thence ascend to Pêng-ka on the Red river
watershed (height 5,060 feet), and thence descend to the Red river
basin, which is here 50 yards wide, running in a bed 300 yards wide.
- 7 HSIN-CHAI ... 7 m. General direction
north-west. Along
64 m. the Red river valley,
past Wu-pang to the small Chinese village of Hsin-chai. Height
3,370 feet.
- 8 P'ING-AN-CHAI ... 9 m. General direction
north-west. Cross
73 m. the Wu-lung Ho at
the village of Wu-mu (height 1,060 feet) and thence reach the
village. Inhabitants Pai-i. Height 980 feet. On the Wu-lung
Ho.
- 9 LU-P'ING ... 15 m. General direction
north-west by west.
88 m. Following the right
bank of the Red river, a *col* is crossed between the Wu-lung Ho
and the Red river at a height of 3,275 feet, and the road then
descends 2,050 feet to the river bank. A Chinese village. Height
1,200 feet.
- 10 TAO-TA ... 17 m. General direction
north-west. Cross
105 m. a *col* (1,975 feet)
near the village of Mai-ch'iao; Tao-ta is a small Chinese village.
The road begins to improve in this stage.
- 11 I-SA ... 10 m.? General direction
north-west. Yi-sa
115 m. is a small Chinese
town of about 2,000 inhabitants and has a brisk trade. Salt
is brought from P'u-êrh and sugar from T'ung-hai. There is a
ferry here. There is a road north-east to Lin-an and the river is
navigable to Yüan-chiang (for small boats only). There is a route
south-south-west to Mêng-li, 141 miles, 14 stages.

ROUTE No. 127.

FROM MÊNG-LI TO MÊNG-LA (*viâ* PA-LEO FERRY).

136 miles.

12 stages.

Authority.—Captain G. C. Rigby, March 1900.

Epitome.—A road skirting the southern frontier of Yün-nan. A very hilly, bad road, only practicable with difficulty for mules. The country passed over is very poor, consisting of treeless, grassy hills, chiefly inhabited by Wo-nis. The camping grounds and supplies, except at stage 5 and at Mêng-la itself, are very restricted.

No. of stage and total distance.	DETAILS.		
1 13 m. 2 f.	LAO-TANG- CHAI.	13 m 2 f	General direction east-north-east. Good mule-road.
<p>After leaving Mêng-li, the path turns at once into a narrow valley up which it leads between bare hills, latterly steeply to miles (4,800 feet). It then descends down a wooded valley to 3 miles 2 furlongs (4,100 feet) where it crosses a small stream, ascends slightly and continues undulating down spur through jungle, passing Ting-pao-chai (10 houses) to left; across valley to 4 miles 4 furlongs, where cross low watershed and ascend steeply up bare hill for 200 feet, then continue undulating easily to 5 miles 4 furlongs (4,100 feet). The path then descends steeply to 5 miles 7 furlongs (3,751 feet), where cross stream flowing south-west just below where joined by another small stream (15 yards by 1 foot) up which path now leads level, crossing several times to 6 miles 4 furlongs, where leave the valley and ascend to left, at first very steeply to 7 miles 4 furlongs (4,500 feet). Continue nearly level through thin jungle to 8 miles where pass Ma-li-shu village (Lo-lo) 8 houses, and continue undulating easily along hillside to 10 miles, where reach 2 houses of Lao-ai-chai village on side of bare hill (4,650 feet). Continue ascending easily to (5,150 feet) then up and down along bare ridge to 13 miles 2 furlongs, where reach Lao-tang-chai village (6 houses) on bare hillside 5,000 feet.</p>			
<p><i>Camping ground.</i>—Scanty, on bare, sloping hillside. <i>Supplies.</i>—Nil.</p>			
2 26 m. 4 f.	PA-LEO	... 13 m. 2 f.	General direction east. Practicable for mules; last 5 miles very bad. Path retraces about 1 furlong back to main road and

ROUTE No. 127—*contd.*

continues ascending to 5 furlongs (5,500 feet) where cross a peak and descend, at first steeply, then very gently, along ridge to 1 mile 6 furlongs (5,000 feet). The ridge now falls away and path descends along north side to 2 miles 2 furlongs (4,500 feet) then undulating along crest with occasional steep ascents and descents through patches of jungle to 3 miles 7 furlongs, then again open and nearly level to 4 miles 3 furlongs (4,000 feet). Path continues along ridge, alternately undulating and descending steeply to 6 miles 2 furlongs, where pass Lao-chi-chai (Lo-lo village, 22 houses) to left, and half a mile further on Yang-san-chai (12 houses). At 7 miles 3 furlongs Yin-jên (10 houses, 2,900 feet). The path then descends very steeply down a bare spur to 8 miles 6 furlongs (1,800 feet), where cross a small stream in a narrow valley and ascend, very steeply at first, through jungle, then up bare hillside to 9 miles 6 furlongs (2,300 feet). Continue ascending along hillside to 11 miles 4 furlongs (2,700 feet). Then descend to 12 miles where pass Kao-chai (10 houses) and continue descending very steeply down a spur to 12 miles 5 furlongs, where reach a small stream (1 foot deep) crossed twice, to 12 miles 7 furlongs, where reach bank of Pa-pien or Black river, here known as Pa-leo-chiang (1,450 feet). After crossing river, path rises 100 feet to 13 miles 2 furlongs, where reach Pa-leo (Shan Chinese) village, 35 houses under T'a-lang.

Rivers.—Black river or Pa-pien, 100 yards broad; current swift. *Ferry.*—1 dug-out, carries 4 mule-loads, worked by 3 men. Standing ground on both banks for 200 animals.

Camping ground.—Bad for 200 men along river bank.

Supplies.—Scarce.

3	LO-SA	...	10 m. 4 f.	General direction
				north, bad and very
				hilly mule-road.

37 m.

Path leads through jungle, fairly level to 3 furlongs, then ascends very steeply up a spur through patches of cultivation and grass to 2 miles 4 furlongs (3,600 feet), then continues fairly level along crest of ridge passing Ti-ha village (Wo-ni, 15 houses) to right to 4 miles, where descend steeply to Pa-te village (Wo-ni, 15 houses); continue along hillside by narrow path to 5 miles, then ascend steeply passing Pu-té village below to right to 6 miles 4 furlongs, where cross a rocky spur by *col* (4,050 feet) and descend steeply down a spur to 7 miles 6 furlongs where pass Ti-ma-ho-pa situated on hillside below to right (Wo-ni, 18 houses), small fairly level space for 100 men to encamp on crest of spur $\frac{1}{4}$ mile to north of village; continue descending very steeply to 8 miles 4 furlongs where cross a shallow stream (2,200 feet) and continue up its valley to 9 miles, then ascend very steeply for 400 feet, then more easily

ROUTE No. 127—*contd.*

to 10 miles 4 furlongs (3,300 feet) where reach Lo-sa village (Wo-ni, 15 houses).

Camping grounds.—In and around village for 200 men.

Supplies.—Nil.

4 LO PO ... 10 m. 2 f. General direction
north-north-east.

47 m. 2 f. Very hilly, bad mule-road. Path ascends up a spur to 6 furlongs (4,050 feet). Then continue up and down ridge to 2 miles 2 furlongs (3,850 feet), where descend steeply to 3 miles 2 furlongs (2,800 feet), cross a small stream and again ascent, at first very steeply, then more easily, to 3 miles 6 furlongs (3,620 feet). Continue up and down along hillside, path very bad in places, pass Nga-té and I-sé (Wo-ni villages, each about 10 houses) on hillside to right, to 4 miles 2 furlongs, where cross small torrent (1 foot deep) and ascend along hillside to 6 miles (4,300 feet). Fairly level to 6 miles 2 furlongs, then descend latterly very steeply to 8 miles 4 furlongs (3,000 feet) and ascend steeply up a spur to 9 miles 6 furlongs (4,200 feet). Then easily along hillside to 10 miles 2 furlongs (4,000 feet) where enter Lo-po (Wo-ni village, 15 houses) situated below a patch of tree jungle on hillside.

Camping ground.—In and around village for 200 men.

Supplies.—Nil.

5 CHI-MA-PA ... 8 m. 4 f. General direction east;
bad mule-road.

55 m. 6 f. Path leads along hillside, fairly level to 4 furlongs, then ascends steeply to 1 mile 2 furlongs where pass A-lu-chai village, 4,350 feet (Wo-ni, 3 houses) to right and continue ascending on spur to 2 miles. Continue undulating along ridge to 3 miles 5 furlongs (4,700 feet) then descend easily to 4 miles 2 furlongs and steeply down a spur to 7 miles 2 furlongs (2,400 feet) where cross Tê-saHo stream, and ascend at first steeply, by rocky path, then very gently across turf, between foot of hill to left and paddy fields to right, to 8 miles 4 furlongs, where enter Chi-ma-pa (Pai, 80 houses), no bazaar. Elevation 3,000 feet.

From Chi-ma-pa a route leads to Yüan-chiang (Hsien), 7 stages (1 Chi-ni, 2 Niu-wang, 3 Lo-ni-chiang, 4 Liu-shu lin, 5 I-Yen-pa, 6 Mo-lang-po, 7 Yüan-chiang (Hsien)). Route said to be fairly good and practicable for mules.

Tê-sa Ho, 15 yards × 18 inches, stony bed, rapid current.

Camping ground.—For 800 men to west of village between hills and paddy fields on gently-sloping ground.

Supplies.—Scarce.

ROUTE No. 127—*contd.*

6 LU-TI ... 10 m. General direction east.

65 m. 6 f.

Path fair for first 5 miles then bad.

After leaving Chi-ma-pa path descends 200 feet by steep, rocky path, crosses a rocky torrent and then ascends 200 feet to 4 furlongs. It then continues undulating along hillsides mainly ascending with occasional short steep ascents and descents, crossing *nullahs* and patches of cultivation to right to 3 miles 2 furlongs, where cross over *col* (3,700 feet); descends steeply 200 feet to cross a rocky *nullah* and ascends to 4 miles 2 furlongs (4,100 feet), where reach Kha-cha (Ma-hé 15 houses). The path then descends to cross a small stream and continues ascending along hillside passing at 5 miles La-li village (Ma-hé, 8 houses) latterly rising steeply to 6 miles 7 furlongs (5,300 feet) where cross a large spur by *col*. It then descends very steeply for 300 feet to a rocky torrent down which the route continues over boulders, all trace of a path being lost to 8 miles 1 furlong (4,100 feet) where leave the *nullah* by a path ascending to left.

Continue up and down along hillside to 10 miles, where reach Lu-ti (Ma-he, 5 houses, 3,800 feet).

Camping grounds.—On paddy fields, terraced, when dry, for 300 men. No other level ground.

Supplies.—Nil.

7

HA-PO

... 8 m. General direction east-north-east. Indifferent and very hilly

73 m. 6 f.

mule-road; from Lu-ti the path descends steeply on a spur to 1 mile (2,600 feet) where cross rocky stream twice and continue along bottom of the valley to 1 mile 6 furlongs where cross another rocky stream and ascend at first along hillside then steeply up a spur to 3 miles 4 furlongs (4,000 feet). The path then follows an irrigation channel for $\frac{1}{2}$ mile and then again ascends along hillside to 4 miles 4 furlongs (4,400 feet). It then descends to 5 miles through Chu-lan (Ma-hé village, 12 houses) and continues descending very steeply to 6 miles 1 furlong where cross Mo-pa Ho stream 2,900 feet and ascends very steeply to 7 miles 4 furlongs; then more easily along hillside to 8 miles where reach Ha-po village (4,800 feet) Wo-ni, 25 houses.

From Ha-po there is said to be a practicable mule road to I-sa in 4 days.—(1) Pyaung-bé, (2) Kok-we, (3) Nan-ma-ho, (4) I-sa.

There is also said to be a practicable mule-road to T'a-lang in 12 days.

Mo-pa Ho, rocky stream; 15 × 1 foot.

Camping ground.—In and round village for 200 men.

Supplies.—Very scanty.

ROUTE No. 127—*contd.*

8 P'ING-HO ... 8 m. 4 f. General direction east-south-east. Fair mule-road. Path

82 m. 2 f.

descends on a spur passing at 3 furlongs Ha-cho village, 14 houses, to left, to 1 mile 4 furlongs (2,900 feet), where cross a small stream, 2 feet deep, by a bad ford, and continue fairly level along hillside to 3 miles where cross a stream and ascend over a small spur, passing at 3 miles 2 furlongs Pi-kuei village to left, to 3 miles 6 furlongs, where reach a stony *nullah* up which the path leads, frequently crossing the stream over stones fairly easy to 5 miles 1 furlong. It then ascends on a spur at first steeply then easily, to 6 miles 6 furlongs (5,500 feet), where cross watershed between 2 tributaries of the Black river and pass portion of P'ing-ho village (Yao-jên, 25 houses) below to right. The path then descends easily down ridge to 8 miles 4 furlongs, where enter Wo-ni portion of P'ing-ho, 10 houses. 4,900 feet.

Camping ground.—In and around village for 300 men.

Supplies.—Scanty.

9 A-PA-CHAI ... 11 m. 2 f. General direction east; fair but very hilly mule-road.

93 m. 4 f.

Path descends along crest of spur, first easily, last 550 feet steeply, to 2 miles (3,700 feet) where cross a small stream and ascend steeply to 3 miles (4,700 feet). Level along ridge to 3 miles 4 furlongs. Then short descent and continue to ascend to 4 miles 1 furlong (5,000 feet) where pass T'a-pu village to left. Descend along hillside to 5 miles 4 furlongs where pass Tong-bé village, 12 houses (4,950 feet) and descend to 7 miles 1 furlong (3,630 feet), cross a stream 1 foot deep and ascend a spur to 8 miles 5 furlongs, 4,900 feet, where pass Tang-cho village (Wo-ni, 15 houses); continue fairly level by narrow path along precipitous hillside, bad in places to 11 miles 2 furlongs, where enter A-pa-chai village (4,500 feet).

Camping ground.—On spur around village for 300 men.

Supplies.—Scanty.

10 CHING-K'ÊN 15 m. 2 f. General direction east-south-east; easy mule-road after first

108 m. 6 f.

descent to river. Path descends steeply to 1 mile, where short level bit, and again descends to 2 miles 3 furlongs (2,400 feet), where reach bottom of valley, cross a small side stream and continue along left bank of Chê-mi Ho to 3 miles, where cross stream to right bank and ascend slightly to 3½ miles, where pass Pa-ha village (Pai-i, 26 houses). The path continues down right bank of stream with occasional short ascents and descents over ends of

ROUTE No. 127—*contd.*

spurs crossing many small streams, mostly through paddy cultivation; valley narrows, bare hills on either side. At 5 miles pass Pin-chai (Pai-i, 12 houses). At 6 miles 2 furlongs pass Pa-heo (Pai-i, 6 houses), at 9 miles 1 furlong cross a stream and ascend 100 feet to Hsin-chai (Pai-i, 35 houses). At 12 miles 1 furlong cross a stream to Ke-kai (Pai-i, 25 houses). This and the above villages are known as the Chê-mi circle, but no single village bears this name. At 12 miles 5 furlongs pass Ta-lo-pai (12 houses); the path continues either in the river bed by side of stream or close above it to 15 miles where cross stream twice and ascend slightly to Ching-k'ên village (Pai-i, 35 houses, 1,900 feet).

Rivers.—Chê-mi Ho 20 yards \times 2 feet stony, rapid current. Below Ban-tong the stream flows through some narrow gorges and enters the Nam-na or La-mi Ho about 12 miles above Mêng-la.

Camping grounds.—Ample camping ground on turf on left bank of river. Also many good camping grounds all the way down the valley.

Supplies.—Fairly plentiful, but no vegetables.

N.B.—From Pa-ha, passed at 3 miles, a route, said to be practicable for mules, leads south-east *via* Mông-té, Mông-boum and Mông-mo to Mông-lai (Jai-chau) in French territory; from Ching-k'ên a route leads north to Mông-ten (said to be distant 1 stage) and practicable for mules; from Mông-ten to Lin-an a route is marked on Davies' map.

11 AUNG-TANG 12 m. 2 f. General direction east-south-east. Fairly easy for mules;

121 m.
path continues down right side of valley, crossing several low spurs, to 2 miles 3 furlongs, where cross a stream and pass through Ban-tong or Hsi-tun-pa (Pai-i 20 houses). The path then bears away from the river to the right through cultivation and grass to 4 miles, where pass Hsiao-pang or Nam-taung (Pai-i, 6 houses). Cross a stream and at 4 miles 2 furlongs pass Chin-pa (Pai-i, 5 houses). Then ascend easily up a spur to 5 miles (2,300 feet) and descend steeply 320 feet to 5 miles 6 furlongs, where cross a small stream; ascend 150 feet then descend slightly to a small stream in narrow valley up which the path leads, mostly in bed of stream, to 7 miles 3 furlongs (2,600 feet), where cross a *col* and then descend gently through paddy-fields to 7 miles 7 furlongs, where cross another stream and descend its valley to 8 miles 6 furlongs (2,270 feet). The path then ascends, at first steeply, on a spur to 9 miles 1 furlong (2,850 feet) and continues undulating along a ridge to 10 miles where it leaves the ridge, descends slightly, and strikes up a valley to right through paddy-fields and marshy ground to 11 miles 2 furlongs; then ascend through jungle to 12 miles 2 furlongs where enter Aung-tang (18 houses) 3,370 feet.

ROUTE No. 127—*contd.*

Several fordable streams *en route*.

Camping grounds.—No camping ground nearer than ridge left at 10 miles, where 400 men might be accommodated on sloping ground.

Supplies.—Nil.

12	MÊNG-LA	...	15m. 2 f.	General direction east-south-east. Easy mule-road. Path
----	---------	-----	-----------	---

136 m. 2 f.
descends through jungle to 1 mile, where cross small stream and continue down valley through grass and cultivation to 1 mile 7 furlongs. Then continue up another small valley to 3 miles 2 furlongs, where cross a *col* (2,500 feet) and continue down a narrow valley, bare hills on either side to 5 miles, where emerge into larger valley, and shortly after pass Chao-sai-ping (Wo-ni, 10 houses) 1,750 feet. The path then crosses the stream, and continues along right side of valley to 7 miles 6 furlongs where cross stream twice and pass Na-chiu-pai village, 12 houses. Continue along right side of valley undulating to 9 miles 7 furlongs, where pass Pan-cha village, 10 houses. The path then ascends easily along hillside, crosses a *col*, 2,000 feet and descends 11 miles into bed of small stream 1,700 feet. Continue down bed of stream to 12 miles 2 furlongs, where debouch on paddy plain and descend gently towards Nam-na stream. The path then skirts paddy cultivation along right bank of stream to 15 miles 2 furlongs where enter Mêng-la—Chinese Shan town, about 200 houses, residence of the Sawbwa of circle. Paddy plain about 1 mile broad by 4 miles long; several small Shan villages, mostly on left bank of river. Elevation 1,350 feet.

Rivers.—Nam-na or La-mi Ho river 50 yards \times 3 feet to 4 feet, at Mêng-la broadens out to about 150 and is fordable for loaded mules; stony bottom, easy ford; 1 foot to 18 inches deep under left bank. About 1 dozen dug-outs: in this part of the river it is navigable for small boats from P'iao-chin about 2 days below Mêng-la to Mêng-lai (Lai-chau) the journey down taking 2 days. It flows into the Black river at Mêng-lai.

The nearest French Tong-king frontier post is Ten-tia-ho, said to be distant 30 *li* (10 miles) to the south-east.

Camping ground.—Ample camping ground in paddy fields when dry. On turf along river for 500 men.

Supplies.—Of beef, pork, paddy could be procured in fair quantities. No supplies can be purchased except on *bazaar* days (every 5th day).

ROUTE No. 128.

FROM MÊNG-LA TO MÊNG-TZÜ.

78 miles.

7 stages.

Authority.—Captain G. C. Rigby, March 1900.

Epitome.—A paved mule-road in fair repair and good in the last three stages. The Black river—Red river watershed is crossed in stage 3 at a height of 7,100 feet, and the Red river crossed by boat ferry at Man-hao in stage 5. The country passed through is for the most part bare, except at the watershed, where the hills are forest-clad.

Camping grounds.—Throughout restricted.

Supplies.—Poor except at stage 5 (at Man-hao).

No. of stage and total distance.	DETAILS.
1 10 m. 4 f.	NIU-CHANG ... 10 m. 4 f. General direction (JUNGLE CAMP). north-east. Easy for mules. After
	leaving Mêng-la the route crosses the Nam-na or La-mi Ho and continues level, skirting cultivation, to 5 furlongs, where pass Lao-hung-chai, small Pai-i village, to left. It then leads up the narrow valley of the Chin Ho stream, crossing the stream and continuing along the left bank to 2 miles where ascend a spur to 3 miles 6 furlongs (2,200 feet), cross a <i>col</i> and continue ascending gently along hillside to 4 miles 6 furlongs (2,350 feet). The path then descends at first steeply, then easily, along hillside to 6 miles, where touch the Pa-to Ho stream to right, cross over a spur, and continue undulating up narrow valley, hills grass-covered with occasional patches of jungle, passing at 7 miles path to left to Se-man-so and Laung-tan (two viilages in Chin Ho valley engaged in gold-washing) to 10 miles 4 furlongs.
	<i>Rivers.</i> —Nam-na or La-mi Ho 180 yards \times 1 foot to 18 inches under left bank; easy ford. The river broadens at this point and is not fordable for loaded mules elsewhere.
	Chin Ho 15 yards \times 1 foot, stony; rapid current.
	Pa-to Ho 20 yards \times 1 foot, stony; rapid current.
	<i>Camping ground.</i> —For 50 men in patch of jungle on hill-side about 200 feet above stream. Camping ground for about 300 men could be found in terraced paddy-fields (when dry) passed at 10 miles.

ROUTE No. 128—*contd.*

- | | | | |
|------------|---------------|------|-------------------------------------|
| 2 | WANG-P'U-TIEN | 8 m. | General direction |
| 18 m. 4 f. | | | north-east. Easy
for mules. Path |
- undulates along right (west) side of valley, hillside steep and covered with grass and occasional patches of jungle, crossing several small streams. At 6 miles pass some terraced paddy-fields and fairly level ground, camping accommodation for 500 men. At 7 miles the valley opens out, the hills to west receding from river. At 8 miles reach Wang-p'u-tien (Chinese village) about 100 houses; poor inn. Weak stockade above village, garrison 80 men under a Shao-kuan.
- Camping ground.*—Could be found on crests of spurs on either side of village or in paddy-fields (when dry).
- Supplies.*—Moderate.
- | | | | |
|------------|----------|-----------|---|
| 3 | A-TU-P'O | ... 11 m. | General direction |
| 29 m. 4 f. | | | north. Paved mule-
road, rough and bad |
- from mile 5 to mile 8, remainder fairly good. The path undulates along right, (west) side of valley passing at 1 mile Lao-kai Chinese village, 15 houses, to 2 miles 1 furlong, where cross main stream. The valley here divides into three branches, the path, crossing the valley, follows the middle one (4,350 feet) and ascends, first up a spur, then along left (east) side of valley passing Wu-ni-tien (100 houses, Chinese), distant about a mile across valley to left, to 5 miles, where pass through Han-chia, scattered Chinese village, 15 houses. The path then ascends steeply through jungle, rough and broken, to 6 miles, 5 furlongs (7,100 feet) where cross watershed between Red and Black rivers and descend steeply through jungle, passing at 7 miles 3 furlongs a path to left to Kao-hsin-chai village, to 7 miles 7 furlongs (5,500 feet), where cross a small stream and continue level along open hillside to 8 miles 1 furlong, where pass through Lai-ta-shu (Chinese, 18 houses). The path continues up and down along hillside passing Pu-chia-chai below to left, to 10 miles 2 furlongs, then descends steeply passing through upper portion of village, to 11 miles, where enter main portion of A-tu-p'o village (Wo-ni, 80 houses) 4,750 feet. Indifferent inn. Mules 6½ hours on road. From here a path leads westward to Ma-tien-kai and Ao-tien, gold mining villages on Lao-mo-to stream.
- | | | | |
|------------|---------------------|----------|--------------------------------------|
| 4 | CHUANG-P'O-
T'O. | 9 m 2 f. | General direction |
| 38 m. 6 f. | | | north-east. Fair
mule road. After |
- leaving A-tu-p'o path descends to 1 mile (3,450 feet) where cross a stream by wooden bridge. It then leads up and down along grassy hillside to 2 miles 6 furlongs, where cross a ridge (3,750 feet)

ROUTE No. 128—*contd.*

and descend along side of valley to 4 miles 2 furlongs, where cross Hsi-li Ho just above its junction with another stream (2,750 feet). The path then crosses a *col* and continues up and down along hillside down the right side of valley to 6 miles 2 furlongs where ascend a side valley to right to 7 miles 2 furlongs, where pass Ma-li-p'o, small village on spur to right (3,300 feet). Descend steeply to 8 miles where cross small stream (2,750 feet) and ascend along hillside to 9 miles 2 furlongs, where enter Chuang-p'o-t'o, Chinese village, 30 houses (3,500 feet); small inn.

Rivers.—Stream 10 yards \times 1 foot; rocky. Good bridge.

Hsi-li Ho 15 yards \times 1 foot; rocky.

Camping ground.—For about 200 men on crest of spur below village.

Supplies.—Scanty.

5	YAO-T'OU	... 15 m.	General direction north-north-east. Easy mule-road. Path
---	----------	-----------	--

53 m. 6 f.

leads fairly level along hillside passing at 2 miles P'u-tu-chên, small Chinese village; good inn, little level camping ground beyond village, 3,100 feet. At 2 miles 3 furlongs descend gently to 3 miles 4 furlongs (2,420 feet), where small camping ground by pool. Ascend to 3 miles 7 furlongs (2,620 feet), then descend steadily to 6 miles 5 furlongs, where pass through a few houses and reach bank of Red river opposite Man-hao, a Chinese town of about 300 houses. Telegraph office on line to Mêng-tzū. Several inns and eating-houses. Inhabitants mostly Kuang-tung and Kuang-hsi men. After crossing the river the route leads up the main street and then ascends a bare spur, passing near the town some fairly level ground, sufficient to encamp 1,000 men, to 9 miles (2,380 feet), where cross a small stream. Short, level bit passing under some rocky bluffs to left, then again ascend easily through narrow gorge, rocky hills on either side to 10 miles 1 furlong. Continue fairly level up narrow valley. At 11 miles 4 furlongs the old road goes off to left, the new road continues ascending easily up valley to 13 miles (3,500 feet), then ascends more steeply up hillside to left to 13 miles 6 furlongs (4,000 feet), after which it leads nearly level through a gap in the hills to 14 miles 6 furlongs, where short dip, crossing a small valley by natural bridge to 15 miles where reach Yao-t'ou village; about 20 houses and several inns, the biggest capable of accommodating 200 to 250 animals. Elevation 3,800 feet.

Rivers.—Red river. About 80 yards broad; deep. Easy current. Boats sail up with fair breeze.

About 2 dozen large boats (March 1900). One ferry boat: carries 10 loads and 10 or 15 men, or 10 mules. Standing ground

ROUTE No. 128—*contd.*

for about 500 animals left bank ; for about 50 only on right bank. The left bank is commanded by the right bank, on which side hills slope steeply. Rise in rains about 3 feet.

Camping ground.—Narrow camping ground for 1,000 men in valley to north of village.

Supplies.—Ordinary supplies procurable in moderate quantities.

6	A-SAN-CHAI	17 m. 4 f.	General	direction
				north-north-east.
				Good mule-road.

71 m. 2 f.

Path ascends very easily up a small valley to 3 miles (4,000 feet), then ascends 150 feet to left, passing through a gap in the hills, and descend slightly into another valley (the stream in this valley runs into the hillside, there being no natural drainage outlet). Level through cultivation to 4 miles 1 furlong, where pass Shui-t'ien village (Chinese, 30 houses) and continue along right side of valley to 4 miles 6 furlongs, where pass 3 houses to right ; cross the valley and ascend, latterly very easily, to 9 miles 4 furlongs, where pass Pu-ta-chi below to right. (Camping ground on undulating slopes ; water indifferent from a pond) ; 5,950 feet. The path then ascends through a wild valley, rocky peaks on either side to 11 miles 6 furlongs (7,120 feet), then nearly level, hills to right, valley below to left with Kuan-sao-pa village, to 14 miles 4 furlongs. Descend to 15 miles 3 furlongs, where pass Tu-ti village on edge of patch of forest in valley to left, short ascent and again descend, latterly very easily, to 17 miles 4 furlongs, where reach A-san-chai village, Chinese, about 30 houses ; fair inn (5,050 feet). Mules 7½ hours on road.

Camping ground.—For 400 men in paddy and opium-fields.

7	MÊNG-TZU HSIEN.	... 7 m.	General	direction
				north-north-west.
				Good mule-road.

78 m. 2 f.

Path undulates easily down left side of valley through opium cultivation. At 1 mile 4 furlongs pass A-fêng-ta, Chinese village, 10 houses, to left, continue down valley, passing several small hamlets to right, to 2 miles 6 furlongs, where pass under a covered gateway and block-house. Continue descending to 3 miles 1 furlong, where cross stream by stone bridge and, at 3 miles 5 furlongs, enter Hsin-an-so, town of about 500 houses ; market. After passing through the town the path leads level across the plain through cultivation, mostly wheat, to 7 miles, where reach Custom House, French Consulate and Railway buildings 300 yards to south of Mêng-tzū town. French Consulate, Chinese Customs office, Headquarters of French Railway Survey. Residence of Tuoyin

ROUTE No. 128—*contd.*

of the Mêng-tzū Circuit. Telegraph lines to Yün-nan Fu, K'ai-hua, and Man-hao.

Camping grounds.—Ample camping grounds in dry cultivation anywhere in plain.

Supplies.—Of rice, wheat, beef, pork, and vegetables in considerable quantities.

ROUTE No. 129.

FROM I-LIANG (HSIEN) TO CH'ÊNG-CHIANG
(HSIEN).

Authority.—Archibald Little, Esq., August 1904.

Epitome.—This route runs through unsurveyed country.
The mileage between stages was not given.

No. of stage and total distance.	DETAILS.	
1	TSAO-TIEN ...	Leaving I-liang the path runs along a dyke between the
paddy-fields of the basin for a distance of 2 miles in a southerly direction. It then turns abruptly westwards and crosses the western lip of the basin by a steep ascent of 1,200 feet over a grass-covered range of limestone detritus with bare limestone pinnacles projecting from it here and there. It then dips and re-ascends 1,600 feet passing over a summit of barren red soil; then down again through moor-like country with many trees and good grass, pasturing cattle, goats, and swine, into another high basin to the village of Tsao-tien, 1,250 feet above I-liang and 6,750 feet above sea level. The "flat" is about 5 miles long from north to south by 1½ miles from east to west, with a wide mere at its northern end. The rest of it is well cultivated with paddy, maize, tobacco, and sunflowers: the surrounding mountains are bare.		
2	CH'ÊNG-CHIANG ... (HSIEN).	Leaving Tsao-tien the route proceeds west over a high range,

ascending to 2,850 feet above I-liang; it then descends through a wooded valley with patches of buckwheat, but with no houses or population visible, to the foot of a steep cultivated mountain about 3,000 feet in height above the valley. On the right is the mountain which dominates the large Ch'êng-chiang lake on its northern shore; the city of Ch'êng-chiang being built on a "flat" between the mountain and the great lake.

After 50 *li* (or say 14 miles) Niu-ch'uang is approached; this is a small village 1,900 feet above I-liang with a grove of acacia, palms, pines, willows, and bamboos. From here a steep ascent of 1,000 feet by broken paths of red shale, along which a grand view of the lake is obtainable, leads to the walled city of Ch'êng-

ROUTE No. 129—*contd.*

chiang. This city, a very dirty one with wide streets, is about half a mile square, with no suburbs, and is situated in the midst of a belt of paddy a mile wide and from three to four miles in length along the northern shore of the lake. No decent inn or accommodation is to be had in the city. The Ch'êng-chiang lake is of a dark blue colour and probably very deep. It is by far the finest, as well as the wildest and most picturesque of the five large and small lakes to the south of Yün-nan Fu; but lying off the main road, has been little visited by travellers. Though 22 miles long, it is little used as a channel of communication. A road skirts the northern shore. The lake boats are poorly found, and there are very few of them. Ch'êng-chiang (Hsien) is the Headquarters of a District Magistrate.

ROUTE No. 130.

FROM SHIH-P'ING (HSIEN) TO HSIN-HSING
(HSIEN).

62 miles.

5 stages.

Authority.—E. C. Young, Esq., November 1905.

Epitome.—A fair mule road. The route crosses a difficult ridge in stage 2 and descends to populous and fertile country in stages 4 and 5.

No details as to camping grounds.

Water, fuel and supplies said to be obtainable everywhere.

No. of stage and total distance.	DETAILS.
1	TA-CH'IAO-KAI ... 15 m. Leave Shih-pi'ng by west gate; good undulating road for 15 m. 6 miles when road skirts north shore of a lake and ascends low hills. On south of lake are 12 camps of Chinese troops. Direction is westerly till near Pao-hsiu-kai (7 miles) when it becomes north. Road is now over steep but low hills until just beyond Ta-pa (11 miles) where is a precipitous descent into ravine leading to Ta-ch'iao-kai where cross river by good stone bridge. Going fair.
2	MENG-CHA-KU ... 13 m. From Ta-ch'iao-kai direction north up stream bed, and ascend steep and lofty mountain, pineclad, sheer rise of about 2,000 feet, altitude 6,000 feet, rocky track only passable for lightly loaded mules. At 8 miles is Ta-tien-p'u, an inn with 3 houses half way up the hill. The summit is broad and going good. At 10 miles is Lo-lo village of P'u-t'ao-tien beyond which sharp descent to Mêng-cha-ku, inn and supplies, etc.
3	PENG-SHU ... 10 m. From Mêng-cha-ku due north through undulating country with pine woods to Pêng-shu a small village with inn. Going fair
4	HUNG-SHUI-T'ANG ... 12 m. Beyond Pêng-shu, north over low pass, then descend to broad valley with paddy cultivation and numerous villages. At 7 miles cross river by good stone bridge. At Hsiao-kai-tzū (8

ROUTE No. 130—*contd.*

miles) there are inns and supplies; the telegraph line is crossed. Road is now through populous fertile valleys to Hung-shui-t'ang where are inns, etc.

5	HSIN-HSING (HSIEN).	... 12 m. From	Hung-shui- t'ang good level path through paddy fields, in valley which opens out into broad plain near Hsin-hsing.
---	------------------------	----------------	---

Chou which is a large walled town; inns. Headquarters of a District Magistrate.

Supplies.—Plentiful.

ROUTE No. 131.

FROM LUNG-LING (HSIEN) TO SHUN-NING (HSIEN).
(*viâ* LA-MÊNG BRIDGE).

125½ miles.

11 stages.

Authority.—M. K. Scott, Esq., February 1899.

Epitome.—A fair mule-road. After crossing the Salween River it traverses hilly wooded country which is much cut up by small streams.

Details of camping grounds, supplies etc., not available, but probably accommodation is restricted and supplies small.

No. of stage and total distance.	DETAILS.
1-3	LUNG-LING (HSIEN) ... See Route 17. Stage TO LA-MÊNG 1 to 4. BRIDGE
32 m. 4 f.	
4	HSIAO-PAI-I ... 11 m. 4 f. General direction (ELEVATION east. During first 4,800 FEET). mile a steep ascent,
44 m.	
and then a more gradual ascent, for next 1½ miles. At 2½ miles elevation 5,800. Road good to this point. The ascent becomes steeper from 2½ miles and the road bad. At 4 miles 6,800 feet is reached. From 4 miles to 5½ miles the road still ascends, but gradually, and the highest point is reached 7,150 feet. From this point (5½ miles) there is a long descent to Hsiao-pai-i along side of a spur. Road fairly good during descent. At 2½ miles pass villages of Têng-tzū-p'a and Lao-lu-t'ien. At 4 miles small village of 4 houses. At 10 miles village of Sung-ling (15 houses).	
Hsiao-pai-i is situated on a small plain, watered by a fair-sized stream, running towards the Salween. It contains about 25 houses.	
At Hsiao-pai-i, stream 7 yards by 1 foot, running south towards Salween. Good bridge near village.	
5	SHIH-TIEN ... 9 m. General direction (ELEVATION south-east by south. 5,000 FEET). The road ascends
53 m.	
steeply for the 1st 1½ miles, and then more gradually for following 2½ miles. At 1½ miles elevation 6,200 feet, and at 4¼ miles, elevation 7,350. Good road to this point. At 2 miles village of Hsiao-shui-ching (6 houses). At 3 miles village of Hung-shui-t'ang. At 3¼ miles village of Sun-tzū-ch'in. From 4½ miles road descends gradually for 2 miles, and then more steeply for 1 mile	

ROUTE No. 131—*contd.*

into a large plain about 10 miles by $1\frac{1}{2}$ miles, running from north-west to south-east. Road then continues along plain to Shih-tien at 9 miles. This plain contains a great number of small villages, and is watered by a small stream running from south-east to north-west.

At Shih-tien, stream 5 yards by 6 inches, running in a northerly direction. Well bridged at several points by stone bridges.

6	YAO-KUAN	... 10 m.	General direction
63 m.	(ELEVATION 6,500 FEET)		south-east by east.

From Shih-tien the road ascends, not very steeply, until 6,500 feet is reached at $1\frac{1}{2}$ miles. From the plain to this point the road is well paved. The road continues very slightly ascending until 5 miles, when elevation is 6,600 feet. A very gradual descent is then made to Yao-kuan, which stands at 6,500 feet. At 4 miles pass village of Ho-shang-t'ien (6 houses), and at $5\frac{1}{2}$ miles small stream running south. At $6\frac{1}{2}$ miles enter long narrow plain which extends as far as Yao-kuan, and varies in breadth from $\frac{1}{4}$ mile to 1 mile. On entering plain at $6\frac{1}{2}$ miles, pass village of Sun-yen on the right. At $7\frac{1}{2}$ miles Hsiao-han-chuang. The road all the way is good, and march an easy one. Large five days *bazar* at Yao-kuan. About 120 houses.

At 8 miles stream; size 5 yards by 1 foot. Well bridged. Running south.

7	WAN-TIEN	... 11 m.	General direction
74 m.	(ELEVATION 2,700 FEET).		south-east by east.

The road is level, and along south of Yao-kuan plain for $\frac{1}{2}$ mile, when the Hei-lung Ho stream is passed. It then begins to rise gradually until elevation is 6,550 feet, at $1\frac{1}{2}$ miles. For next mile road is practically level. At $2\frac{1}{2}$ miles a small plain entered upon about $1\frac{1}{2}$ miles by 1 mile, round which are situated 3 villages, Chêng-chia-chai, Pai-ma, and Ho-wei. At 4 miles a small stream is passed running south-west. Up to this point road is good, but from 4 miles it enters a narrow ravine, through which runs a small stream, and becomes very rough for $\frac{1}{3}$ mile. At $4\frac{1}{2}$ miles road runs sharply to the east, and proceeds along a high ridge. Road proceeds along ridge for 3 miles, ascending to 6,800 feet at $7\frac{1}{2}$ miles. From $7\frac{1}{2}$ miles a long descent is commenced for first 2 miles gradually, and then steeply to Wan-tien plain at $10\frac{1}{3}$ miles. Half a mile along plain is the village of Wan-tien at an elevation of 2,700 feet. Wan-tien is a Shan village of about 30 houses.

At $\frac{1}{2}$ mile stream, Hei-lung Ho (10 yards by 2 feet), running south.

ROUTE No. 131—*contd.*

8 KAN-KOU ... 11 m. 4 f. General direction
 (ELEVATION east. Road continues
 85 m. 4 f. 6,500 FEET). along plain for $\frac{1}{2}$
 mile and crosses the Wan-tien Ho by temporary bridge (40
 yards by 1-3 feet easy ford). Road then proceeds up a spur
 until $4\frac{1}{2}$ miles. Elevation 6,400 feet. From here to 5 miles road
 is about level. At 5 miles Ling-kan-chai is passed. A descent
 is then made, 5,800 feet at $7\frac{1}{2}$ miles. At $6\frac{1}{2}$ miles village of P'ing-
 ch'ang, and at $7\frac{1}{2}$ miles village of Ta-p'ing-Ch'ang. Road
 then ascends steeply to 6,400 feet, and descends again to
 a small stream running north at 9 miles. This stream is
 followed for $\frac{1}{2}$ mile, and the road then runs up a ravine in an easterly
 direction. There is then a steep ascent to 6,500 feet at 11 miles,
 and $\frac{1}{2}$ mile further on, over practically level ground, is Kan-kou.
 Route for $7\frac{1}{2}$ miles fairly good, but from $7\frac{1}{2}$ to Kan-kou bad.

Kan-kou is a small village of about 10 houses.

9 TA-MENG-T'UNG 13 m. General direction
 (ELEVATION 4,400 east. Road ascends
 98 m. 4 f. FEET). during first $2\frac{1}{2}$ miles
 to 7,350 feet. There is then a gradual descent for 2 miles, followed
 by a steep descent for a short distance to a small stream running
 north. Elevation 6,600 feet. From here there is a short ascent,
 and a long descent to a stream running south at $6\frac{1}{2}$ miles. Ele-
 vation 6,500 feet. From $6\frac{1}{2}$ miles to $8\frac{1}{2}$ miles, road fairly good,
 and winds about small hills at much the same elevation, 6,600 feet.

At 7 miles small village of Pa-t'a-sha, and at 8 miles Ch'ien-
 ma-ling; from $8\frac{1}{2}$ miles to $9\frac{1}{2}$ miles a steep descent, and from $9\frac{1}{2}$
 miles a gradual descent to Ta-mêng-t'ung plain at 12 miles. The
 road then skirts the plain for 1 mile to the village. Ta-mêng-t'ung
 is situated in a small plain, about $1\frac{1}{2}$ miles \times 1 mile.

10 MÊNG-YU ... 15 m. General direction
 (ELEVATION 5,500 north-east by east.
 113 m. 4 f. FEET). A good road skirts
 round south of plain to the *bazar* village of Lao-ch'un at $1\frac{1}{2}$
 miles. At 1 mile the stream Ta-mêng Ho is forded. This stream
 is made up of two streams, one entering from north-east of plain,
 and the other (the larger) from west. From Lao-ch'un the road
 begins to ascend, although not steeply. At 4 miles is passed the
 village of Ho-mu-chai, a short distance from road. From here to
 miles it runs along a ridge, gradually ascending. Village of Ch'a-
 lu-kai is passed at 8 miles (6,100 feet). The road now turns more
 east and ascends rather steeply to 6,500 feet at 9 miles.

From this point it begins to descend. At $9\frac{1}{2}$ miles villages of
 Shang-ta-li and Hsia-ta-li are seen to the north. Descent con-

ROUTE No. 131—*contd.*

tinues on the whole gradually, and at $12\frac{1}{2}$ miles there is a view of Mêng-yu plain. The plain is reached at 13 miles, and a little further on the river Hsi-chai Ho is forded. The road then continues for 2 miles through the plain to Mêng-yu at 15 miles. Road on the whole good.

Rivers.—At 1 mile, stream 10 yards \times 1 foot.

At 13 miles, a stream (30 yards \times 1 to 3 feet), running south-east.

11 SHUN-NING (HSIEN) 12 m. General direction
 (ELEVATION 5,800 east. From Mêng-yu
 125 m. 4 f. FEET). road continues
 along edge of plain and crosses stream at $\frac{1}{2}$ mile. It then
 begins the ascent of a spur, and after a stiff ascent continues along
 spur in a north-easterly direction for 4 miles, when small villages
 of Shui-ts'ao and Ta-liang-hsin are passed (6,600 feet). Road still
 ascends along summit of spur, and at $6\frac{1}{2}$ miles elevation is 7,600
 feet. The road is good to $6\frac{1}{2}$ miles, afterwards fair, first 4 miles
 through wooded and the next 2 through open country.

From $6\frac{1}{2}$ miles the road takes a south-easterly direction and a
 descent begins, which terminates a short distance from Shun-ning.
 Just before entering Shun-ning a small stream is crossed. Shun-
 ning is a walled town about $\frac{1}{2}$ mile \times $\frac{1}{2}$ mile but irregularly shaped.
 Number of houses is 740, and the population 3,000. Headquarters
 of a District Magistrate.

Good accommodation in temple at south of town.

Several small fordable streams crossed *en route*.

ROUTE No. 132.

FROM LUNG-LING (HSIEN) TO YÜN CHOU (*viâ* THE CHUAN-SHUI FERRY).

139 miles.

12 stages.

Authority.—Captain H. R. Davies, Captain L. D. Fraser, December 1899 and January 1900.

Epitome.—This is a direct road from Lung-ling to Yün Chou without passing through Shun-ning.

The road is a fair mule-track, passing over very hilly country much intersected by small streams. The Salween is crossed at Chuan-shui ferry in stage 4, and the Salween Mekong watershed (6,850 feet) in stage 8.

Camping grounds.—Good at stages 1, 4, 5, 6, 8, 9, 12 and 1 mile beyond 10.

Water.—Good throughout except during stage 12, where it is scarce.

Fodder.—Poor grazing.

Supplies.—The country, generally speaking, is poor and few supplies are obtainable. Fair quantities may be got at stages 5, 6, 8, and 12.

No. of stage
and total
distance.

DETAILS.

No. of stage and total distance.	DETAILS.
1	MÊNG-MAO ... 9 m. 4 f. General direction east-north-east.
9 m. 4 f.	From Lung-ling (5,200 feet) across the plain for $\frac{3}{4}$ mile till the Hua-ch'iao Ho is crossed and the road follows up its narrow valley for a short distance, then goes gradually up a bare hillside, passing Ta-p'ing-tzū at $1\frac{1}{2}$ miles (5,600 feet), till from $3\frac{3}{4}$ miles (6,050 feet) the ascent becomes steeper. At $4\frac{1}{4}$ miles the road to Chên-an-so goes off to the left front, and at 6 miles the top of a spur is reached at 6,800 feet. From here over bare undulating ground gradually descending to the Mêng- mao plain at $8\frac{1}{2}$ miles and crossing it to Hsü-chia-chai, the principal village. Here is a temple. Height 6,400 feet.

Rivers.—At $\frac{3}{4}$ mile, Hua-ch'iao Ho, from the right (10 yards \times 1 foot). Crossed by three-arched stone bridge.

At 9 miles Mêng-mao Ho, from the right (10 yards \times 1 foot).

Camping ground.—Ample.

Water.—Good.

ROUTE No. 132—*contd.**Fodder.*—Good grass.*Supplies.*—Fair.

2 HO-CHIA-CHAI ... 11 m. General direction
east. Across a low
jungle-covered spur

20 m. 4 f.

and then very gradually up the narrow valley of the Mêng-mao Ho, passing Ta-hsiao Ho (5 houses) at 4 miles, and reaching 7,200 feet at 7 miles. From here a steep bit of uphill to K'ao-kung-ch'ang (3 houses) at $7\frac{1}{4}$ miles. Thence along the hillside, cross one of the branches of the Mêng-mao Ho at 7,600 feet at $7\frac{3}{4}$ miles and ascend steeply to the top of the range at $8\frac{3}{4}$ miles (8,700 feet). From here down round the hillside to Ho-chia-chai (8 houses and other houses scattered about). Ground very steep. Height 7,900 feet.

Camping ground.—On little terraces.*Water.*—Good.*Fodder.*—Fair grass.*Supplies.*—Only maize.

3 HUA-CH'IAO- 9 m. 6 f. General direction
CHAI east. From Ho-

30 m. 2 f.

chia-chai the road goes up along the hillside till the top of a spur is reached at $1\frac{1}{2}$ miles (8,600 feet). From here steadily down bare spur till 7,600 feet is reached at 4 miles. From here the road turns off the spur and descends very steeply to the village of Ta-wa-t'ou (80 houses) at $4\frac{1}{2}$ miles (7,000 feet). Still very steeply down a narrow valley till a little terraced plateau is reached and Pai-ta (20 houses) is passed at $6\frac{1}{2}$ miles (4,650 feet). Here is room for a large camp, and small supplies of paddy and rice are obtainable. From here across a little valley and up a spur reaching the top at the village of Man-sang at $8\frac{1}{4}$ miles (20 houses) (5,450 feet). Here is some camping room and water from a small stream. From here down a little and up again to Hua-ch'iao-chai. For a large force Pai-ta would be the best camp. Small parties or individual travellers might go on to Hua-ch'iao-chai and be nearer the ferry. Village contains 10 houses. Not much camping-room. Height 5,200 feet. Ferrymen live here.

4 SHIH-T'OU-CHAI 9 m. 4 f. General direction

39 m. 6 f.

east. Very steep
down hill by zig-
zag path till the Salween is reached at $2\frac{1}{4}$ miles (2,100 feet) at the Chuanshui ferry. This is sometimes called the P'ang-chih-hua ferry, but this latter is really a disused ferry a mile or two lower down. At the ferry there is no level ground on either bank but a strip of sand (50×10 yards) on the right bank. Also $\frac{1}{2}$ mile further up

ROUTE No. 132—*contd.*

on right bank are paddy-fields (150×100 yards). From the ferry up very steeply to 4 miles (3,800 feet). Here is a well and the village of Pai-ti (5 houses). From here the road goes gradually along the hillside to Ma-lu-t'ang (10 houses at $5\frac{1}{2}$ miles). Scarcely any paddy or rice to be got, and grass not very good. Camping grounds very small owing to steepness. Height 4,600 feet. Still very steeply up to the top of a spur at $6\frac{3}{4}$ miles (5,700 feet). Hence nearly level to Shih-t'ou-chai (20 houses). Height 5,800 feet.

Rivers.—At $2\frac{3}{4}$ miles Salween river (Lu-chiang) crossed at the Chuan-shui ferry; river 140 yards wide. Very deep with strong current. One raft 30 feet long and 4 feet wide, taking 5 mule-loads or 6 men. Time from right to left bank 5 minutes: from left to right bank 10 minutes. Mules are swum across.

Camping ground.—Large.

Water.—From small streams.

Supplies.—Small.

Fodder.—Fair grass.

5 YAO-KUAN ... 11 m. General direction
east-south-east.

50 m. 6 f.

Gradually up hill till the top of the range is reached at $2\frac{1}{2}$ miles (7,300 feet). From here down a narrow valley till San-pao-ts'ang (60 houses) (7,000 feet) is reached at $3\frac{1}{2}$ miles. Here is a plain $\frac{1}{2}$ mile by $\frac{1}{4}$ mile. Cross the plain and pass over some rising ground covered with small fir trees and descend a little to the Wu-lu plain at $4\frac{1}{2}$ miles. This contains two villages and a ruined Mohammedan fort (6,600 feet). Hence down a little through narrow valley passing at $5\frac{1}{2}$ miles Hsiao-ch'iao (5 houses) in a plain (600×150 yards), (6,400 feet). Hence steeply up a little rocky hill to 6,600 feet and down gradually to Shan-yi-chai (6,200 feet) at $7\frac{1}{2}$ miles. Up swampy valley half mile wide by a paved road to Han-chuang at $8\frac{1}{2}$ miles, and over a little low saddle down a narrow valley and over a little broken rising ground to Yao-kuan (250 houses), a large temple. Height 6,000 feet.

Camping ground.—Ample.

Supplies.—Fair.

6 WAN-TIEN 12 m. 2 f. General direction
(MÖNG-YA). east. Level at first,

63 m.

crossing a stream at $\frac{1}{2}$ mile and reaching Yang-mei-chai (70 houses and temple) at $1\frac{1}{2}$ miles. Here is a plain (1 mile \times $\frac{1}{2}$ mile) with four villages in it. At 2 miles the road ascends gradually in a narrow valley till the top of a range is reached at $3\frac{3}{4}$ miles (6,750 feet). From here steeply down a stony path to 6,100 feet at $4\frac{1}{4}$ miles. Hence nearly

ROUTE No. 132—*contd.*

level round the hillside, passing Li-chu-chai (3 houses) at $6\frac{1}{2}$ miles and Ma-lu-t'ang (3 houses) at 7 miles. From $7\frac{1}{2}$ miles (5,700 feet), the descent becomes steeper through jungle, Ta-ku-ti (10 houses) is passed at 8 miles (10 houses). From here steadily down till 2,700 feet is reached at 11 miles. From here level to Lao-ch'êng (Nau-ving 30 houses) the principal village of Wan-tien. The plain is called Mông-ya by the Shans. Height 2,400 feet.

Rivers.—Stream at $\frac{1}{2}$ mile, from the left (15 yards \times 3 feet) stone bridge.

Camping ground.—Extensive in plain, 3 miles by 1 mile.

Water.—Good.

Supplies.—Fair.

Fodder.—Fair grass.

7 KAN-KOU ... 11 m. 4 f. General direction
east. Across the
74 m. 4 f. plain through jungle

to Man-hai at $1\frac{1}{4}$. Here the Yung-ch'ang river is crossed. At $1\frac{3}{4}$ miles Man-kang is passed and the road goes up gradually to $2\frac{1}{2}$ miles and then steeply still through jungle till 4,750 feet is reached at 5 miles. From here gradually up along the hillside passing Ma-lung (20 houses) (5,200 feet) at 6 miles, till at $6\frac{1}{2}$ miles there is another steep rise to 5,700 feet at 7 miles. From here nearly level to Ta-p'ing-ch'ang (52 houses). Here is a good deal of camping-room in fields and good water from small streams. From here the road rises steeply to 5,900 feet at 10 miles, is thence nearly level till $10\frac{3}{4}$ miles, and at the end ascends up a narrow valley to Kan-kou (12 houses). Height 6,100 feet.

Rivers.—At $1\frac{1}{4}$ miles Yung-ch'ang river. Here called Wan-tien Ho by the Chinese, and Nam-hka by the Shans. No boat or raft; river 50 or 60 yards wide, 3 feet deep; strong current. Is unfordable after rain, and there is then no means of crossing. Bamboo rafts could easily be made.

Camping ground.—Very little level ground. A little can be found round the village and on the tops of the spurs round it.

Water.—Good, from a small stream.

Supplies.—Very small.

Fodder.—Fair grass.

8 TA-MÊNG- ... 13 m. 4 f. General direction
T'UNG. east. Up hill till

88 m. 6,550 feet is reached

at $\frac{3}{4}$ mile. From here over the top of the range nearly level to 2 miles. Here a road goes off to the right to Hsi-la. The route ascends from here to 6,850 feet at 3 miles. From here a little up and down over small spurs gradually descending to 6,250 feet at

ROUTE No. 132—*contd.*

5 miles. From here up a narrow strip of paddy passing Pa-t'a-shan (10 houses) at $5\frac{1}{2}$ miles. Here is room to camp and good water. At $6\frac{1}{2}$ miles the head of the little valley is reached and the road begins to descend steadily till the bottom is reached at $11\frac{1}{2}$ miles (3,850 feet). From here down a little strip of paddy till the main plain is reached at 13 miles, and the river is crossed to the old town of Ta-mêng-t'ung (100 houses). A temple, height 3,750 feet. The new town where the Saw-bwa lives is 12 miles up on the right bank of the river. The plain is 5 miles long and $\frac{1}{2}$ mile wide.

Rivers.—At $12\frac{3}{4}$ miles, Mêng-t'ung Ho, from the right (15 yards \times 2 feet). Ford and foot-bridge. Rapid current. Runs in a shallow bed, 100 to 200 yards wide.

Camping ground.—Large.

Supplies.—Fairly good.

Fodders.—Fair grass.

9 LI-KUAI ... 8 m. General direction
east-south-east.

96 m.

All through jungle.

From the old town of Ta-mêng-t'ung down the edge of the plain for 1 mile. Then turn up a narrow side valley, cross a small spur and descend a little to a narrow paddy valley and again ascend another small spur till 4,300 feet is reached at $3\frac{1}{4}$ miles nearly level to $4\frac{1}{4}$ miles, thence down passing Man-na (12 houses) at $4\frac{1}{2}$ miles and reaching the bottom at 5 miles (3,350 feet). Here a stream is crossed and the road ascends steeply passing Pang-p'o-chai (6 houses) at $5\frac{1}{2}$ miles and reaching the top of the spur at 7 miles (5,500 feet). From here very gradually down to Li-kuai (12 houses) in a little valley. Height 5,200 feet.

Rivers.—At 5 miles, stream from left (8 yards \times 1 foot)

Camping ground.—Ample.

Water.—Good.

Supplies.—Very small.

Fodder.—Fair grass.

10 HSIU-YÜ- ... 13 m. General direction
south-east. Begin

CHUANG.

to ascend almost

109 m.

immediately through fir wood till Shang-li-kuai (10 houses) is reached at $2\frac{1}{2}$ miles (6,300 feet). From here nearly level along the hillside reaching 6,550 feet at 4 miles. From here slightly up and down near the top of the ridge, till 6,650 feet is reached at 6 miles. From here along the hillside, leaving Li-pa-sa on the right at $6\frac{1}{2}$ miles and reaching the top of the range at $10\frac{1}{4}$ miles (7,000 feet). This is the watershed which divides the Salween from the Me-Kong. From here gradually down along the hillside to Hsiu-

ROUTE No. 132—*contd.*

yü-chuang (5,600 feet). The village is in three bits containing altogether 12 houses.

Camping ground.—A little room round the village and in fields. For a large camp there is more room 1 mile further on near the Ya-lang Ho.

Water.—From a small stream

Supplies.—Scarcely any.

11 LI-MA-HSI ... 13 m. General direction
east-south-east
122 m. Steeply down till

the Ya-lang Ho is crossed at $1\frac{1}{4}$ miles (4,500 feet). Thence very steeply up to Ma-lu-t'ang (5 houses) at $2\frac{1}{2}$ miles (6,000 feet). From just beyond this the road goes nearly level along the hillside till at 6 miles it rises a little and then descends, steeply in places, to the valley of the Nan-ch'iao Ho at 16 miles (4,300 feet). Along down the valley till the river is crossed at 11 miles. From here up very steeply to $11\frac{1}{2}$ miles, and then more gradually to Li-ma-hsi (40 houses and large temple); a five-day *bazar* held here. Height 4,800 feet.

Rivers.—At $1\frac{1}{4}$ miles Ya-lang Ho, from the right (30 yards \times 2 feet) strong current and rocky bottom. Ford.

At 11 miles Nan-ch'iao Ho or Yün Chou river, from the left, 32 yards wide, 4 feet deep; strong current. Crossed by good wooden mule-bridge 35 yards long with 12-foot roadway.

Camping ground.—In fields.

Supplies.—Fair.

12 YÜN CHOU ... 17 m. General direction
north-east by east.
139 m. Fair mule-track but

hilly. Water scarce *en route*.

The road ascends the hill dividing the Nan-ch'iao and Pei-ch'iao Ho, reaching the summit at $5\frac{3}{4}$ miles, after a long tiring ascent of 3,050 feet. After running along the ridge for $1\frac{1}{4}$ miles, it descends a long spur fairly easily but with several short steep gradients and at $12\frac{5}{8}$ miles descends very steeply to the Nan-hsing Ho which is crossed at the village of Lan-pei-sao ($13\frac{3}{8}$ miles). It then descends easily over grass-covered downs and paddy-fields past Ho-hsi-ts'un ($15\frac{1}{8}$ miles) and Tai-cha ($15\frac{3}{4}$ miles) to the town. Headquarters of a District Magistrate.

The Nan-hsing Ho is 13 yards wide, $1\frac{1}{2}$ feet deep, with rapid current and a stony bed with some boulders. Right approach very steep; left good.

ROUTE No. 132—*contd.*

There is no intermediate camp before reaching Lan-pei-sao but small parties (100 men) might break the stage by camping at Chun-shan, $\frac{1}{2}$ mile to the left of the road at $9\frac{1}{4}$ miles. No supplies and water indifferent

Camp on the grassy downs at 150 miles for a brigade

ROUTE No. 133.

FROM LUNG-LING (HSIEN) TO KÊNG-MA (*via*)
HAN-KUAI FERRY AND MÊNG-HUNG.

137 miles.

14 stages.

Authority.—Captain H. R. Davies, December 1898,
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—A lateral communication between Lung-ling and the roads from Kun-long ferry up the Nam-ti valley.

Fairly good mule-road, paved in places.

The route follows the road to Ch'ih-tao Ho ferry (see Route 18) as far as stage 4, where it branches south-east crossing the Salween at Han-kuai ferry in stage 6. It then ascends steeply, joining Route 137 at the end of stage 6. It continues to cross hilly country intersected by several fordable streams and in stage 12 crosses the Nam-ting at Mêng-chien. Crossing the valley it descends steeply to Kêng-ma.

Camping grounds.—Good.

Water.—Good.

Fuel.—Plentiful in first 6 stages.

Fodder.—Good grazing.

Supplies.—Few, except at stage 12.

No. of stage and total distance.	DETAILS.		
1	PA-CHU-CHAI	... 9 m.	} See Route 18. Stages 4 to 7. Camp can be formed on grass and paddy at 10 miles from Hsiang-ta, though there is no village near.
9 m.			
2	HSIANG-TA	6 m. 4 f.	
15 m. 4 f.			
3	NANG-SAI	... 4 m.	
19 m. 4 f.			
4	P'ING-KA	... 17 m.	
36 m. 4 f.			

ROUTE No. 133—*contd.*

5 HAN-KUAI ... 14 m. 4 f. General direction east-south-east. From

51 m. the *bazar* village at P'ing-ka the road is level up the edge of the plain for $1\frac{1}{2}$ miles. It then ascends steeply to a height of 5,850 feet at 2 miles. From here there is a slight descent and some nearly level going till at $3\frac{1}{2}$ miles there is a steady descent till a stream is crossed at 6 miles at a height of 4,500 feet. From here there is a steep ascent to 5,300 feet at $7\frac{1}{2}$ miles and a steep descent to the village of San-chia-ts'un at 9 miles (4,100 feet). From there is another steep descent to the Mêng-lang plain at $19\frac{1}{2}$ miles (2,700 feet). The road is then level across the end of the plain, leaving the village of Mêng-lang 2 miles off on the left till $11\frac{3}{4}$ miles, when it ascends steeply to 13 miles. From here it goes down a small valley and round a spur and is nearly level, passing Hsin-chai at 14 miles to Han-kuai, a Chinese village of 50 houses, 2 miles above the Salween ferry. There is a small temple, height 3,900 feet. If this stage is done in two marches, San-chia-ts'un is a good halting place. There is another road a little to the south of this route passing through Hsiao-chai, which is said to be about the same length.

Camping ground.—Ample; best on high ground above the pond beyond Han-kuai village; caution is, however, necessary in selecting a site, as ants swarm in places.

Water.—Scanty, from a well in the village; animals appear to use the rather stagnant water in the pond without any ill effects.

Fuel.—Abundant.

Fodder.—Fair grazing.

Supplies.—Very scanty.

6 T'IENT-PA-CHAI ... 12 m. General direction south-south-east.

63 m. From Han-kuai the road goes down very steeply for a mile. There is then $\frac{1}{2}$ mile more level and another $\frac{1}{2}$ mile steep down hill to the Salween (2,050 feet). After crossing the river, the road goes steeply up passing Chung-chai at 4 miles and Lu-yin-t'ang at 6 miles and reaching the top at $7\frac{1}{4}$ miles (5,850). From here the road goes up and down over the top of the range to T'ien-pa-chai, a Chinese village of six or eight houses. Height about 5,300 feet.

River.—At 2 miles Salween, 120 yards wide; strong current; crossed in the Spring of 1917 by two bamboo rafts taking only five mule-loads or ten men apiece. The method of propulsion across the swift current is by a species of flat umbrella fashioned of stout bamboo; at each end of the craft an 'oarsman' plies one of these cumbrous weapons by plunging it into the water and pulling it towards himself with powerful strokes. Mules can sometimes be

ROUTE No. 133—*contd.*

swum across, but the proceeding is not unattended with danger. There is practically no room to camp on either side of the river.

Camping ground.—Restricted, in fields and jungle.

Water.—From a stream 8 or 10 feet broad, which runs into the hill-side on the south-west side of the village.

Fuel.—Abundant.

Fodders.—Excellent grazing.

Supplies.—Very scanty.

7 MU-PANG ... 7 m. 4 f. General direction south-east. From

70 m. 4 f.

T'ien-pachai (5,300 feet) the road goes steeply up to the top of the range at mile 1 (6,800 feet). From here it is nearly level for a mile and it then descends, at first gradually, passing the village of Liang-ko-shui at 3 miles and afterwards more steeply down a narrow valley to the Mu-pang paddy-plain, which is 1 mile long and $\frac{1}{2}$ mile wide, at 7 miles. From here the road is level to Mu-pang, a Shan village of 45 houses and a Monastery. Height 4,150 feet.

Camping grounds.—Large.

Water.—Good.

Fodder.—Good grass.

8 MÊNG-HUNG ... 14 m. General direction south-east. From

(MÖNG-HOM).

84 m. 4 f.

Mu-pang the road goes gradually down the left bank of a small stream, keeping above it on the hillside to the Sai-mi Ho is crossed at 3 miles (3,550 feet). From here the road goes over the end of a spur, crosses a tributary of the Sai-mi Ho (3,750 feet) at 4 miles and ascends steeply passing T'ien-chai at $5\frac{1}{2}$ miles and K'a-fang at 7 miles (6,250 feet). At $7\frac{1}{2}$ miles the ascent becomes more gradual and the top of the range is reached at 10 miles (7,300 feet). From here there is a steep descent down a spur passing the La village of Hsin-chai at $12\frac{1}{2}$ miles and reaching the bottom at 13 miles. From here the road is level, crossing the Mêng-hung Ho twice to Mêng-hung, a town of 100 houses (La and Chinese) surrounded by a mud wall, 10 feet high. *Kyaung.* Height about 5,400 feet. If this march is done in two, K'a-fang is the best halting-place, but hillsides are steep and camping-ground somewhat limited: or to make the march shorter the camp might be made at Hsin-chai.

Rivers.—At $2\frac{1}{2}$ miles Sai-mi Ho from the left (8 yards $1\frac{1}{2}$ feet); wooden mule-bridge

At 13 and at $13\frac{1}{2}$ miles Möng-höm Ho (7 yards by 8 inches); crossed by mule-bridges.

Camping ground.—Good.

ROUTE No. 133—*contd.**Supplies.*—Fair.*Fodder.*—Good grazing.

9 MA-LI-P'ING ... 6 m. General direction
east-south-east.

90 m. 4 f.

From Mêng-hung

the road recrosses the Mêng-hung Ho and goes up the right bank of that stream by a nearly level track till at 2 miles it ascends very steeply, reaching the top at 4 miles (7,000 feet). From here there is a slight descent and finally a short ascent to Ma-li-p'ing a Chinese Lo-lo village of 50 houses. A temple. Height 6,950 feet.

Rivers.—At $\frac{1}{4}$ mile Mêng-hung Ho from the right (6 yards by 8 inches); mule-bridge.

Camping ground.—Round the village.*Water.*—From two or three small streams.*Fodder.*—Fair grazing $\frac{1}{2}$ mile on the road to Mên-hung.

10 LUNG-CHA ... 9 m. General direction
(LONG-SAT) east-south-east.

99 m. 4 f.

From Ma-li-p'ing

there is a short ascent to the top of the range at $1\frac{1}{4}$ miles (7,200 feet). From here the road descends steadily down the side of a small valley passing Chih-ch'ang at $2\frac{1}{2}$ miles and Mông-kua at $3\frac{1}{2}$ miles. At $4\frac{1}{2}$ miles it crosses the stream, the valley of which it has been following down, and ascends on to another spur, reaching the top at $5\frac{1}{2}$ miles (6,100 feet). From here there is a steep descent passing Pan-p'o at 6 miles till the Lung-cha Ho is crossed at 8 miles (4,700 feet). From here is a steep ascent and then a little level going to Lung-cha (called Long-sat by the Shans), a Chinese village of 10 houses. Height 5,450 feet.

Rivers.—At $4\frac{1}{2}$ miles stream from the right (5 yards and 6 inches).

At 8 miles Lung-cha Ho from the right (10 yards and 1 foot) crossed by wooden mule bridge.

Camping ground.—Fair.*Water.*—From two or three small streams.*Fodder.*—Fair grazing.

11 HSAI-HKAU ... 13 m. General direction
south-west. From

112 m. 4 f.

Lung-cha the road

goes gradually up along the hillside to Ch'in-mên-k'o at 2 miles; thence by a nearly level road up and down a little to Ti-kai Ho, where a small stream is crossed forming the boundary between Mêng-chêng and Kêng-ma. Here is room for a good camp with good grass. The road from here (6,100 feet) goes very gradually down a narrow valley leaving the village of Lung-chu-p'o $\frac{1}{2}$ mile on the left at $6\frac{1}{2}$ miles, crossing the end of a small spur and crossing the

ROUTE No. 133—*contd.*

Man-cha Ho at 9 miles (4,700 feet). From here there is an ascent on to a spur (5,950 feet) at 11 miles. Here the shortest road to Mêng-chien goes straight on, the Hsai-hkau road going $\frac{1}{2}$ mile out of the way, but there is no village to camp at on the main road. From here round two spurs and slightly down to Hsai-hkau (Lo-lo and Chinese). Height 5,700 feet.

There is a group of five or six villages called Hsai-hkau, but only two of them near the road.

Rivers.—At 9 miles Man-cha Ho from the right (5 yards by 8 inches).

Camping ground.—Round the village in fields. If not necessary to camp in a village, a camp might be cleared where the Man-cha Ho is crossed, which would divide the distance better.

Water.—From small stream.

Fodder.—Fair grass.

12 MÊNG-CHIEN ... 7 m. General direction south-south-east.

119 m. 4 f. From Hsai-hkau the road goes down steadily passing another bit of Hsai-hkau at $\frac{3}{4}$ mile and crossing the Hsai-hkau Ho at $1\frac{1}{2}$ miles. From here there is a slight ascent to 4,800 feet and then a steep descent to the Shan village of Kyen-hsai as $5\frac{3}{4}$ miles. The road is then level, crossing the Nam-ting just before entering Mêng-chien. Town contains 60 houses and a Monastery; a five day bazar. Height 1,800 feet. No large supplies obtainable.

Rivers.—At $1\frac{1}{2}$ miles Hsai-hkau Ho from the right (3 yards by 6 inches).

At $6\frac{1}{2}$ miles Nam-ting from the left; bed 300 yards wide; two streams of water—the first, 50 yards by $2\frac{1}{2}$ feet strong current; the second, 30 yards by $2\frac{1}{2}$ feet; both fordable in the hot weather; crossed by one small boat at other seasons.

Camping ground.—Large.

Water.—Good.

Fodder.—Very good grass.

13 CAMP ON RANGE ... 10 m. General direction south-south-east.

129 m. 4 f. From Mêng-chien the road crosses the plain to Man-sawk at 1 mile and then begins to ascend very steeply by a paved road. At 3 miles the ascent becomes less steep, but the road is steadily up hill till the top of the range is reached at $9\frac{1}{2}$ miles (6,550 feet). About $\frac{1}{2}$ mile beyond the top a small stream of good water is crossed. No village near the road. If necessary to halt in a village, the Chinese village of Pang-wan lies $\frac{1}{2}$ to $\frac{3}{4}$ mile to the right of the road at 8 miles.

ROUTE No. 133—*contd.*

Rivers.—At $\frac{1}{2}$ mile Nam-kha from the left (8 yards by 8 inches).

Camping ground.—On top of range.

Water.—Good, from stream.

Fodder.—Good grass.

14 KÊNG-MA

... 7 m. From the camp the road goes steeply down by a paved

136 m. 4 f.

zig-zag road to a saddle connecting the main ridge with a spur at $1\frac{1}{2}$ miles. From here the descent becomes more gradual and lower down becomes steep again till the bottom is reached at 3 miles. The road then crosses the Kêng-ma plain to the town

The town contains 300 houses and five Monasteries. Height. 3,850 feet.

Camping ground.—Large.

Supplies.—A five-day *bazaar* and good supplies obtainable.

Fodder.—Good grazing.

ROUTE No. 134.

FROM KÊNG-MA TO MÖNG HKA.

46 miles.

5 stages.

Authority.—Captain C. H. Turner, March 1900.

Epitome.—A fair mule-road, route ascends the valley of the Nam-tam through thickly covered jungle country for 4 stages, when it branches west and, crossing the Salween-Mekong watershed (6,800 feet) reaches Möng-kha.

Camping grounds.—Good throughout, but at stage 1, the camp is commanded on all sides by rocky hills.

Water.—Good.

Supplies.—Small.

No. of stage and total distance.	DETAILS.		
1	TIN-LOI	... 15 m.	General direction
15 m.	south. Leaving the town the road passes a pointed pagoda on the left, and crossing a stretch of paddy-fields at $1\frac{1}{4}$ miles reaches the Nam-hpya. Crossing the stream by a ford the road runs through small tree-jungle. At 2 miles a road from Um-let joins in a little to the west of south.		
At 4 miles the Nam-hkam is crossed and at 5 miles another small stream flowing to the south-east. Up to this point the road passes over undulating, low grassy hills, sparsely wooded. It now enters jungle-covered rocky hills, and at $5\frac{1}{2}$ miles a well-worn road leading to Mêng-sung is seen ascending the high hills to the east, and at 6 miles the small road joining Nang-chang-chai and Mêng-sung is crossed. At $6\frac{1}{2}$ miles a jungle camp known as Ho-ma is passed which would accommodate 200 men, but the water-supply is bad. In the 8th, 9th, and 10th miles the road follows along the side of the hills till it descends abruptly to the junction of the Nam-tam and the Nam-tam-hpa, the latter of which is crossed just above the junction.			
The road now follows the left bank of the Nam-tam round and across spurs covered with thick jungle, till at 15 miles it reaches the terraced paddy-fields at Tin-loi.			

Camping ground.—In fields when dry. The camp is surrounded closely by high rocky hills, those on the south being well cultivated and the remainder covered with long grass, creepers, and small trees.

ROUTE No. 134—*contd.*

Water.—Excellent, from small tributary of Nam-tam.

2 MAN-HPA ... 8 m. General direction
south-south-west.

23 m. The road leaves the paddy fields through a narrow gorge at $3\frac{1}{4}$ miles the Nam-tam is again touched just at the point where it disappears under ground. Here there is room for 100 men to encamp. The road now follows the left bank of the Nam-tam till at $6\frac{1}{2}$ miles it emerges from the jungle on to a plain covered with long grass. At 7 miles the village of Manwai is passed half a mile to the right of the road, and a small stream is crossed.

Camping ground.—At mile 8 in the extensive paddy-fields near the small village of Man-hpa.

Water.—Is obtained from a small tributary of the Nam-tam.

3 MÊNG-KO ... 7 m. General direction
south-west. Leaving camp in a

30 m. southerly direction the road crosses a small stream. At 1 mile the road enters the jungle passing some *jhils* on the left, at 3 miles it enters Mêng-ko paddy-plain here covered with long grass. At $3\frac{3}{4}$ miles Pang-wa village is passed and $\frac{1}{4}$ mile further on the Mêng-ko road turns west and the direct road to Mêng-tung continues south. The road now crosses over some paddy fields and circling round a low jungle spur continues over the paddy-plain to Mêng-ko, crossing the Nam-kaw by a wooden mule-bridge 1 mile from the town.

Camping ground.—The best camp is to the north of the town on old paddy-fields.

Water.—From several wells.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

Supplies.—Small quantities.

4 MÊNG-TUNG .. 8 m. General direction
south. Leaving
(MONG-TUM) 4,200 Mêng-ko by the
FEET.

38 m. southern gate, the road crosses the paddy-fields in a south-east direction. At $\frac{1}{2}$ mile the Nam-kaw is crossed by a wooden mule-bridge and at 1 mile the road leaves the plain and ascends a low spur by easy gradient. At $1\frac{1}{2}$ miles the top of spur 4,500 feet is reached and the road descends a narrow valley and at 3 miles reaches the Nam-tam, here about 20 yards by 1 foot 6 inches. (At $3\frac{1}{2}$ miles the direct road from Kêng-ma joins in from the north). The road now follows the left bank of the Nam-tam, and at $3\frac{3}{4}$ miles enters a rocky narrow gorge with precipitous hills on the north-east. The gorge

ROUTE No. 134—*contd.*

is about 150 yards wide and $\frac{1}{2}$ mile long. At $4\frac{1}{4}$ miles the road debouches on to the Mêng-tung plain, a long narrow valley about $\frac{3}{4}$ mile wide. The road follows down the western side passing Man-hla village at $5\frac{1}{2}$ miles and Man-hpa at 6 miles, here there is a large white-washed pagoda surrounded by a soft brick wall. At $6\frac{1}{4}$ miles a small stream is crossed and a good camping-ground is reached on level grassy land with room for two battalions. At $7\frac{1}{4}$ miles another small stream is crossed; there are two bridges, one of wood and one of stone, some 20 yards apart: the road skirts the paddy-fields through jungle, and at 8 miles reaches Mêng-tung. A Shan town of about 120 houses with 5 large *wats* or monasteries.

Camping grounds.—Troops can camp in the paddy-fields in dry weather or in *wats* in the town. The best camp is $1\frac{1}{2}$ miles before reaching the town.

Supplies.—In small quantities obtainable.

5 MONG-HKA ... 8 m. General direction
west. Steady
46 m. ascent for the first

mile rising 1,000 feet. At $1\frac{1}{4}$ miles the road crosses over a small spur and enters the valley of the Nam-kaw, a broad, well cultivated valley containing 4 small villages. The ascent now becomes easier, at $3\frac{1}{2}$ miles a single house is passed, here a small camp could be made but the spring requires clearing out. At $4\frac{1}{2}$ miles the Wa village of Pang-mai is passed containing 20 houses made of bamboo mat. The road now enters a strip of big tree-jungle and still ascending reaches the top of the Salween-Mekong watershed range at $5\frac{1}{2}$ miles, 6,800 feet. (From here a good view of the Mông-hka valley can be obtained, the Wa village of Pang-hung is also visible on a spur to the west.) Leaving the pass the road descends somewhat steeply to the big village in the centre of the valley, one of the Mông-hka circle at $7\frac{1}{2}$ miles. Crossing the valley the road reaches Mông-hka head village situated below the hills to the west of the valley consisting of about 50 houses with large *wat* surrounded by stone wall at the western end of the town. *N. B.*—The latter portion of the route from the top of the pass not traversed but visible from the top of pass.

ROUTE No. 135.

FROM KÊNG-MA TO MÊNG-KO (via UM-LET).

42 miles.

4 stages.

Authority.—Subadar Jaghit Singh, 45th Sikhs, January 1900.

Epitome.—A small lateral communication between Kêng-ma and the frontier near.

The road is practicable for mules and runs parallel to the left bank of the Nam-tum along the upper slopes of valley.

Camping grounds.—For a battalion at each stage.

Water.—Good.

Fodder.—Good grazing.

Supplies.—Small.

No. of stage and total distance.	DETAILS.		
1	HWE-HU	... 10 m. 2 f.	General direction south-west. Leaving camp the road crosses the Nam-hpya and then proceeds through scrub jungle, crossing four small streams. There are no big ascents or descents and the road is good throughout. At 10½ miles Hwe-hu, a Shan village of 15 houses, is reached.
10 m. 2 f.			
<i>Camping ground.</i> —For 1 battalion in the paddy-fields west of the village.			
<i>Water.</i> —Obtained from small stream.			
<i>Fodder.</i> —Grass plentiful.			
<i>Fuel.</i> —Plentiful.			
2	UM-LET	... 11 m.	General direction south-west. Leaving camp the road ascends by easy gradient and at 2½ miles reaches Man-yok, village 35 houses (Shan). Here the inhabitants manufacture <i>dahs</i> and other iron-work. The road now follows down the left bank of a small stream with easy descent through small tree-jungle and at 11 miles reaches Um-let, a Shan village of 120 houses.
21 m. 2 f.			
<i>Camping ground.</i> —In the paddy-fields to the north of the village, room for 2 battalions			
<i>Water.</i> —Good.			
<i>Fodder.</i> —Grass scarce			

ROUTE No. 135—*contd.**Fuel.*—Plentiful.*Supplies.*—A few.

3 MAN-HPA ... 14 m. Leaving Um-let the
road ascends by easy
gradient crossing a

35 m. 2 f.
small stream at 1 mile and another at $1\frac{1}{2}$ miles. The road runs
through small tree-jungle and is good throughout. At $3\frac{1}{4}$ miles
Wan-chan village is passed 50 houses (La). Room for $\frac{1}{2}$ battalion
to encamp in paddy-fields north of the village. Good water-
supply. Wood plentiful but grass very scarce. At $4\frac{1}{2}$ and 5
miles two small streams are crossed, and the road ascends steadily
passing Lak-hang village at $6\frac{1}{4}$ miles. At $8\frac{1}{2}$ miles the top of the
pass is reached and the road descends, and at 9 miles enters a narrow
valley with paddy-fields. The road continues down the valley cross-
ing several small streams and at 14 miles reaches Man-hpa. A
Shan village of 15 houses.

4 MĒNG KO ... 7 m. *Vide* Route No. 134,
stage 3.

42 m. 4 f.

ROUTE No. 136.

FROM WAN-TIEN TO YÜN CHOU.

86 $\frac{3}{4}$ miles.

7 stages.

Authority.—Captain L. D. Fraser, January 1900.*Epitome.*—An indifferent mule-road, very narrow and steep in places.*Camping grounds.*—Very small, those at stages 1, 2 and 4 are fair. It would be better to divide stage 6, if force were large, by camping at 13 $\frac{1}{2}$ miles: stage 7 would then be Chun-shan, though camping grounds would be restricted.*Water.*—Is scarce at stage 4.*Supplies.*—District is poor and supplies difficult to obtain.

No. of stage and total distance.	DETAILS.
<p>1</p> <hr/> <p>8 m. 6 f.</p>	<p>MÖNG KA (LAO-T'IENT).</p> <p>8 m. 6 f. General direction south. Good mule-road. The road runs through paddy-fields and undergrowth skirting the right bank of the Wan-tien Ho, which it crosses at 4$\frac{5}{8}$ miles. It then skirts the left bank through paddy-fields for the most part, passing Mon-aw at 4$\frac{7}{8}$ miles and Hsin-t'ien at 6$\frac{1}{2}$ miles and, crossing several streams, reaches the village.</p> <p>The Wan-tien Ho is 30 yards wide, 2$\frac{1}{2}$ feet deep, with stony bed, rapid current and good approaches. Only fordable in the dry season, but easily bridged.</p> <p><i>Camping grounds.</i>—Accommodation any where in the Wan-tien plain for a brigade or more.</p> <p><i>Supplies.</i>—All the villages passed through are prosperous, and a certain quantity of paddy and cattle is obtainable.</p> <p>2</p> <hr/> <p>20 m. 6 f.</p> <p>LI-CH'IAO ... 12 m. General direction east. Good mule-track for 9$\frac{1}{2}$ miles, then narrow and unsafe for transport.</p>

The road mounts the hills bounding the east of the valley, and reaching the summit at 3 $\frac{3}{8}$ miles after a fairly steep ascent runs along the ridge with easy gradient. 750 yards before reaching Hsiu-cha-chai (7 $\frac{3}{4}$ miles) a road branches north to Ta-mêng-t'ung. At 9 $\frac{3}{8}$ miles the road enters a defile along the side of which it ascends, the path being narrow and unsafe. At 10 miles the road descends $\frac{1}{2}$ mile steeply to the Li-chi'ao Ho and ascends the opposite bank

ROUTE No. 136—*contd.*

steeply through terraced paddy-fields into the camp. The Li-ch'iao Ho is 12 yards wide, 1 foot deep, with stony bed, rapid current, and steep narrow approaches.

Camping ground.—At Hsiu-cha-chai for 250 men. At Li-ch'iao for a brigade.

Supplies.—No supplies to be reckoned on except a little paddy.

3 NA-MIU-YAO ... 8 m. General direction
south-east. Firm,
good mule track,

28 m. 6 f.
but narrow and steep in places.

From the village the road crosses several small spurs thrown out from the ridge overlooking the Kêng-ka Ho, passing through Pei-chao-lin at $2\frac{1}{2}$ miles. At $2\frac{3}{4}$ miles it skirts the Kêng-ka valley, descending gradually, and at $4\frac{1}{2}$ miles with several short steep descents, the road being for $\frac{1}{2}$ mile very narrow, when the track becomes broad and good and winds along the hillside to the village.

Between the 3rd and 4th mile several streamlets are crossed with an average breadth of 7 yards, depth 1 foot, stony bed, and narrow, stony approaches.

Camping ground.—At Pei-chao-lin for 500 men in the precincts of the village. At Na-miu-yao for 300 men.

Supplies.—Nil.

4 YANG-P'AN-KAI ... 12 m. General direction east-
north-east. Good
mountain-track, but

40 m. 6 f.
with steep descent to the Mêng-t'ung Ho.

After running east for $1\frac{1}{2}$ miles with a gentle descent, the road bends north-north-east and descends steeply for $\frac{3}{8}$ mile to the Kêng-ka Ho. Crossing a small spur bounded by the Mang-lin Ho the road then ascends to head of the valley, steeply for $\frac{1}{2}$ mile, then easily. Passing Ho-shan at $3\frac{1}{4}$ miles the crest is reached a mile beyond, and, after running along the ridge to Man-an ($6\frac{3}{4}$ miles) the road descends very steeply through *kaing* grass to the Mêng-t'ung Ho which is crossed at $7\frac{7}{8}$ miles. Ascending the opposite bank steeply for a mile in an east direction, the road at 9 miles debouches on a tableland of grass and paddy, 3 miles wide, studded with numerous villages, over which it passes in a south-east by east direction to the camp, which is situated on the further side of the plateau.

Rivers.—The Kêng-ka Ho is 20 yards wide, $1\frac{1}{2}$ feet deep, with stony bed, rapid current, and steep right approach—left good.

The Mang-lin Ho is 5 yards wide, 1 foot deep, with pebbly bed and steep approaches.

ROUTE No. 136—*contd.*

The Mêng-t'ung Ho is 35 yards wide, $2\frac{1}{4}$ feet deep, with sandy bed, rapid current, and very steep approaches. Fordable in dry season only. No boats or rafts at the ferry.

In the centre of the plateau at $10\frac{1}{2}$ miles is a dry *nullah* 20 feet deep, with steep sides, which would form an obstacle to transport.

Camping ground.—On the left bank of the Kêng-ka Ho in a paddy-field for 250 men. Ample accommodation on the plateau for a division.

Water.—Rather scarce.

Supplies.—In small quantities from the neighbouring villages.

5	CAMP IN YA-	12 m. 6 f.	General direction
	LANG HO		east-south-east.
53 m. 4 f.	VALLEY.		Fair mule-track, but

stony and narrow in places.

The road skirts the eastern slopes of the plateau for a mile in a southerly direction, when it bends east by south at Man-ti and ascends the range steeply for $\frac{1}{2}$ mile and then easily, though rough in places. Passing through Wu-chia at $2\frac{3}{4}$ miles the road skirts the hillside, and at $4\frac{1}{2}$ miles descends easily by a stony road to a narrow ravine, which at $6\frac{1}{2}$ miles, debouches on a small paddy-plain, bounded by a low range, the summit of which is reached at $8\frac{1}{4}$ miles. Here roads branch off north and south to Shun-ning and Hsi-la, respectively, and the route itself descends along a steep spur, passing Ko-tien at $8\frac{5}{8}$ miles, and at 9 miles descends by a narrow path skirting the left bank of the Lai-hsi Ho, and crossing the stream at $11\frac{5}{8}$ miles reaches the camp 1 mile beyond Ya-ko-kai.

The Lai-hsi Ho is 5 yards wide at the crossing and shallow, with a bed of large stones 10 yards wide. Approaches stony.

Camping grounds.—At Wu-chia for about 500 men south-east of the village. For 1,000 men in paddy-fields, at $6\frac{1}{2}$ miles.

Below Ko-tien in paddy-fields, for 400 men. For 1,500 men in the valley of the Lai-hsi Ho, using both banks.

At Ya-ko-kai for 300 men in paddy-fields east of the village.

For a battalion in the Ya-lang valley.

Water.—Good.

Supplies.—Scarce.

6	LI-MA-HSI	... 16 m. 2 f.	General direction
			north-east. Fair
69 m. 6 f.			mountain track,

stony in places and generally narrow. Some steep gradients.

The road follows the left bank of the Ya-lang Ho passing Hsi-to-ao at $\frac{3}{4}$ mile and crossing the stream $1\frac{1}{4}$ miles further on skirts the right bank in a north-north-east direction through paddy-fields, till, crossing the Pan-ch'iao Ho at $4\frac{3}{8}$ miles just above its

ROUTE No. 136—*contd.*

junction with the main stream, the route takes an east direction and winds up the hillside bounding the right bank of the stream. Crossing the crest of the valley at $9\frac{1}{2}$ miles, the road winds along the hillside bounding the right bank of the Nan-ch'iao Ho and at $10\frac{3}{4}$ miles descends, steeply, in places, to the paddy-fields skirting the right bank, reaching the level ground at $13\frac{3}{8}$ miles. At $14\frac{1}{2}$ miles the road crosses the Nan-ch'iao Ho and ascends the opposite bank, steeply at first and then easily to the village.

The Ya-lang Ho is 22 yards wide, 2 feet deep, with stony bed, moderate current and steep left approach—right good.

The Pei-ch'iao Ho is 9 yards wide, $1\frac{1}{2}$ feet deep, with stony bed, rapid current and good approaches. The Nan-ch'iao Ho is 32 yards wide, 4 feet deep, moderate current ($2\frac{1}{2}$ miles per hour), stony bed with some boulders, left approach steep, right good. Crossed by wooden single-span bridge 35 yards long, 4-yard roadway.

Camping ground.—At the crossing of the Ya-lang Ho in the paddy-field for 1,800 men, at Li-ma-hsi camping ground for 250 men near the village.

Supplies.—Scarce.

7

YÜN CHOU

... 17 m. See Route 132, Stage 12.

86 m. 6 f

ROUTE No. 137.

FROM KUN-LONG FERRY TO PAO-SHAN (HSIEN),
(FORMERLY YUNG-CH'ANG).

165 miles.

15 stages.

Authority.—Captain H. R. Davies, 1899, Captain
B. E. A. Pritchard, 1910.

Epitome.—This is a fair mule-road, but it passes over difficult country.

It runs parallel to, and east of, the Salween. Several alternative stages are given.

Camping grounds.—Are fairly good throughout.

Water.—Is ample except at stages 2, 6 and 8.

Fodder.—A fair amount of grazing obtainable in the winter months.

Supplies.—Small.

No. of stage and total distance.	DETAILS.	
1 11 m. 4 f.	NAWNG- LAWNG (LUNG-TANG.)	11 m. 4 f. General direction north-east. From Kun-long the road is level for $1\frac{1}{2}$ miles, it then rises gradually to 2,700 feet at 3 miles. Thence steep and rocky ascent to 4,300 feet at 5 miles. Thence gradually down, passing Man-kha (8 houses) at $5\frac{1}{2}$ miles and at $6\frac{1}{2}$ miles the road enters an open grassy plain. Hence nearly level to Nawng-lawng, a Chinese village (10 houses) in two portions 500 yards apart. <i>Camping ground.</i> —Between portions of village. <i>Water.</i> —From a spring, a stream and a pond. (Note.) This is a difficult stage, there is no water <i>en route</i> . <i>Fodder.</i> —Good grass. <i>Fuel.</i> —Unlimited <i>Supplies.</i> —Small.
2 27 m. 2 f.	MA-LI-PA (TAW-NIO).	... 15 m. 6 f. General direction north. The road descends steeply 300 feet to mile 1; thence it is level over a grassy plain. At 3 miles a road from Nan-hu joins in from the right. At 7 miles Hai-hsin-shui on the right. The <i>bazar</i> of Ma-li-pa is passed before the fort is reached.

ROUTE No. 137—*contd.*

Camping ground.—Unlimited.

Water supply.—Good from a small stream but no water fit to drink *en route*.

Fodder.—Fair grazing in December, but not in hot weather.

Fuel.—Unlimited.

Supplies.—Small

3 NA-HSANG ... 7 m. 6 f. General direction
north-east. The

35 m. road is good and

level throughout and traverses a grass country. At mile $1\frac{1}{2}$ Ma-kua-chai, water from a dirty pond; at mile $5\frac{1}{2}$ Ma-ping on the left. At mile 7 a small and dirty stream which forms the Chinese boundary. At mile $7\frac{3}{4}$ Shan village of Na-hsang (35 houses) and at $7\frac{3}{4}$ the Chinese village.

Camping ground.—Unlimited.

Water.—Limited supply of drinking water from small streams 100 feet up the hillside, 300 yards south-east of village.

Fodder.—Good grass.

Supplies—Small.

4 MÈNG-TAI ... 13 m. 6 f. General direction
north-east. The

48 m. 6 f. road is at first

fairly level and passes up the valley of a small stream: at miles $3\frac{1}{4}$ and $3\frac{3}{4}$ paddy plains are crossed.

Then a slight and gradual descent to Ho-yo (20 houses) 4,000 feet at mile 6. Thence down again gradually to Ai-fang-pa at mile 8, where there is room for large camp with good grass and water, at mile $8\frac{3}{4}$ Ma-lin-pa.

Thence to the top of a ridge at mile 9 (4,650 feet). This forms the Kêng-ma-Chên-k'ang boundary. Thence down a narrow gorge to mile $12\frac{1}{2}$ (4,050 feet) and then steeply down the side of a spur to the paddy plain at mile $13\frac{1}{2}$ (3,100 feet), then over the plain across the Nam-toi (20 yards by 1 foot) to Mêng-tai.

Camping ground.—Large camping ground in paddy plain (1 mile \times $\frac{1}{2}$ mile).

Water.—Good.

Fodder.—Grass good.

Supplies.—Small.

NOTE.—An alternative route passes to the west of this stage through Ma-li-ling 40 houses at mile $10\frac{1}{2}$. There is, however, a very steep stretch between miles $4\frac{1}{2}$ and $5\frac{1}{2}$.

5 MÈNG-P'ÈNG 13 m. 4 f. General direction
north-east. The

62 m. 2 f. road follows down

ROUTE No. 137—*contd.*

the Nam-toi valley for one mile to near its junction with the Hsi-lung Ho. Thence up the valley of the latter river to the Mêng-chang plain at mile $2\frac{3}{4}$.

Across the plain and over the Mêng-chang Ho by a stone bridge at mile 4. Thence over small spurs and valleys past Ping-pa-chai (7 houses) at mile $5\frac{3}{4}$ and Ch'a-yeh-ling (5 houses) at mile 7. Thence up to 4,200 feet at mile $7\frac{1}{4}$ and steeply down to a stream (3,500 feet) at mile 8. Thence nearly level and across the Hsi-lung Ho (12 yards by 1 foot) at mile $13\frac{1}{4}$.

Camping ground.—Unlimited in a plain 1 mile across.

Water.—Plentiful.

Fodder.—Good grass.

Supplies.—Small.

6	HSIANG- CHIO-SHUI.	... 13 m. 4 f.	General direction north-north-east.
---	-----------------------	----------------	--

75 m. 6 f. The road at first is level, and crosses a stream at mile $\frac{3}{4}$ and ascends gradually up the valley from 3,700 feet at mile 2 to 4,300 feet at mile $3\frac{3}{4}$. Here the stream is recrossed, and the road ascends steeply to 4,800 feet at mile 4. At mile $4\frac{1}{2}$ near Mu-lan-tien-pa is a camping ground with good water, grazing and fuel. The road crosses and recrosses the stream several times and gradually ascends to the top of a spur (5,450 feet) at $7\frac{1}{2}$ miles. Thence down to another branch of the stream at mile 9 and up its valley to Ho-pien-chai at mile $9\frac{1}{2}$ and to the watershed between the Salween and the Hsi-lung Ho at Hsin-chai at $10\frac{1}{2}$ miles. Thence nearly level to T'ien-pa-chai at mile 12. From here there is a road to the right to Mêng-chien and one to the left which leads to the Han-kuai and Ch'ih-tao Ho ferries over the Salween.

Hsiang-chio-shui (25 houses).

Camping ground.—On sides of hills.

Water.—From small stream and a pond.

Fodder.—Good grazing.

Supplies.—Small.

7	PANG-LOU	... 10 m.	A good mule-track. General direction north-east. Road
---	----------	-----------	---

85 m. 6 f. at first fairly level down a small valley passing Hsiao-shih ch'iao at mile $3\frac{1}{2}$ and to the top of a spur (5,700 feet) at mile $4\frac{3}{4}$.

Thence gradually down round the head of a small valley to Pang-lou (25 houses).

Camping ground.—On rather steep slope.

Water supply.—From small streams.

Fodder.—Fairly good grass.

ROUTE No. 137—*contd.**Supplies*—Small.

8 TA-SHUI-T'ANG ... 8 m. General direction
north-east. Road
at first fairly level

93 m. 6 f.

and passes some outlying portions of the village, from mile $1\frac{1}{4}$ it descends rather steeply in places to the Mêng-ma-pa plain. The Mêng-ma-pa Ho is crossed at mile 4 where there is camp accommodation for several battalions.

Hence across a paddy plain to mile $5\frac{1}{2}$ and steeply for half a mile and then more gradually to Ya-t'ang (20 houses) at mile $8\frac{1}{2}$. Water is scarce at this place.

Thence level to Ta-shui-t'ang (15 houses).

Camping ground.—On sloping ground and restricted.

Water.—For drinking from bamboo pipes, for animals from ponds.

9 MÊNG-PO-LO ... 11 m. General direction
north. Through
jungle nearly all the

104 m. 6 f.

way. The road ascends gradually past A-lo-tien (10 houses) at mile $4\frac{3}{4}$ to a small stream and waterfall at mile 5. Thence up and down over small spurs for 2 miles, and down a steep descent to the Mêng-po-lo Ho at mile 11. Thence level to Mêng-po-lo (Shan village of 25 houses).

Rivers.—At mile 11 the Mêng-po-lo Ho 2 feet deep at ford sandy bottom, strong current.

In the rains crossing is made by raft ferry (one raft 30 feet by 6 feet). Left bank commands right bank.

Camping grounds.—Large.

Water.—Good.

Fodder.—Good grazing.

Supplies.—Small.

10 KUN-TOU-SHUI ... 7 m. General direction
north. The road
at first is level and

111 m. 6 f.

goes up the plain past Man-hkam at $1\frac{1}{4}$ miles. At mile 3 it begins to ascend through jungle past P'ing-p'o (4 houses, 3,200 feet) at mile $4\frac{1}{2}$, and Kao-chin-sao on the right at mile $5\frac{1}{2}$. Kun-tou-shui, 15 houses, 5,200 feet.

Camping ground.—Fair on hill side.

Fodder.—Good grass.

Supplies.—Small.

11 YAO-KUAN ... 13 m. 2 f. General direction
north. The road at
first goes round the

125 m.

hillside across small spurs and streams which run eastward, into

ROUTE No. 137—*contd.*

the Wan-tien valley. It ascends gradually to 5,800 feet at mile $2\frac{1}{2}$, and rather more steeply to 6,700 at mile 4. Thence up and down to Chien-ma-hsi at mile 8 and then a descent to the Yao-kuan stream and the village of Ho-wei (50 houses) at mile 9.

From here the road goes up the valley of the Yao-kuan to the village of Yao-kuan (150 houses).

Rivers.—Yao-kuan Ho (15 yards by 5 or 6 feet) crossed at miles 9, 11 and $11\frac{3}{4}$ by stone bridges.

Camping ground.—Good.

Water supply.—Good.

Fodder.—Fair grazing in December.

Supplies.—Fair quantity obtainable.

Ta-shui-t'ang to Yao-kuan, alternative to, and passing east of, stages 9, 10, and 11.

Alternative Route, Stages 9, 10 and 11.

9A	MÊNG-PÊNG (MAN-BONG).	9 m. 6 f.	General direction north-east. Good mule-track $2\frac{1}{2}$ feet
----	--------------------------	-----------	---

103 m. 4 f.
wide. Path leaves village south-east. Steep uphill for $\frac{1}{2}$ mile then level and down to $1\frac{3}{4}$ mile, then north-east steep uphill and east to mile $2\frac{3}{4}$. Then gradually down to mile 3, cross roads, east-north-east to Tuan-tsu-chai ($\frac{1}{4}$ mile from path). East-south-east and north to Tien-paag 8 houses, $3\frac{3}{4}$ miles, thence practically level to 7 miles, and gradually down to Mêng-pêng, 23 houses.

Camping ground.—Cramped for $\frac{1}{2}$ battalion: 150 yards beyond village.

Fodder.—Fair grazing.

Fuel.—Plentiful.

Supplies.—Fair, numerous pack bullocks.

NOTE.—A path from A-lo-tien joins this route $2\frac{1}{2}$ miles before it reaches Mêng-pêng. From south of Mêng-pêng a path to Mêng-po-lo, not used in the rains, as the Mêng-po-lo river is unfordable.

10 A	KAO-CHIN- TSAO.	... 7 m. 4 f.	General direction north-east by north, easy descent to sus- pension bridge over the Mêng-po-lo.
------	--------------------	---------------	--

111 m.

At $\frac{1}{4}$ mile Mêng-po-lo is visible to west. Path is practically level to $1\frac{3}{4}$ miles; thence gradual descent to $3\frac{3}{4}$ miles, branch road south-south-east to Chai-fan and Hsiao-Mêng-t'ung, and just beyond the branch road Mêng-po-lo river crossed by chain suspension * bridge $\frac{1}{4}$ mile below junction of Yün-chang Ho, and Cheng-kang Ho.

* Bridge, height above river 35 feet, span 30 yards, 2 suspension chains and 8 chains supporting roadway. Width of road 6 feet between wheel guards. Approaches steep and through thick jungle.

ROUTE No. 137—*contd.*

After passing bridge the road, 6 feet wide, goes north-west steeply up spur to $4\frac{1}{2}$ miles, thence still north-west to $6\frac{1}{2}$ miles. From here view of Wan-tien $3\frac{1}{2}$ miles east-south-east, and Mêng-po-lo 4 miles south-west. Here road bends north and is level to $7\frac{1}{2}$ miles Kao-chin-tsao.

Camping ground.—On terraced fields, few of which are wide enough to pitch a tent on.

Water.—Plentiful from two local streams.

Fodder.—Poor grazing.

Fuel.—Unlimited.

Supplies.—50 cows.

11 A YAO-KUAN ... 12 m. 2 f. General direction
north. First half
fair mule-road,

123 m. 2 f.
latter half, good. Steep ascent for 1 mile from camp, where cross road (north-east to Hsin-chai, 17 houses, 1 mile north-east of road). At $1\frac{1}{4}$ mile cross small swift stream, at $2\frac{3}{4}$ miles a pass estimated 7,000 feet. Level to $3\frac{1}{2}$ miles, where two cross roads are passed at Ta-kuan-hsin. At this village road from Kun-tou-shui joins in. Small streams and camping ground for 2 companies. Road level to $4\frac{1}{2}$ miles, thence steep uphill and level to San-chai-wan, 10 houses, 7 miles. At 8 miles Me-li-shan, 10 houses. At $8\frac{1}{2}$ miles Yao-kuan Ho (here called Ho-wei Ho) is crossed by wooden bridge over massive stone pier in the middle of river. At 9 miles river again crossed by two-arched stone bridge at Ho-wei village, 60 houses.

Supplies.—Fair.

12 SHIH-TIEN ... 10 m. 4 f. General direction
north-west. A good
mule-road leads at

135 m. 4 f.
first up a somewhat swampy valley and after crossing to the east side Hsiao-han-chuang (60 houses) is reached at mile $1\frac{3}{4}$ (see end of stage); at mile $2\frac{3}{4}$ Sunyen Pa is passed on the left. Then there is a rise to 6,350 feet at 4 miles. Here is a plateau partly cultivated, partly covered with trees. San-k'uai-shih is passed at mile 5 and Ho-hsiang-t'ien at mile $6\frac{1}{2}$. From 6,000 feet at mile 8 there is a fairly steep descent to the Shih-tien plain which is reached at mile $9\frac{1}{4}$.

Shih-tien, 100 houses, surrounded by a mud wall 8 feet high, but much broken.

Camping grounds.—Good.

Water.—Good.

Supplies.—Fairly large.

NOTE.—An alternative route leaves Hsiao-han-chuang on the right and goes north-west passing cross road to Kung-shui (100 houses) at mile $3\frac{3}{4}$. Thence:

ROUTE No. 137—*contd.*

across a stream where there is camping ground for 2,000 men and good grazing. At mile $8\frac{3}{4}$ a view of the Shih-tien plain and an easy descent to the Shih-tien Ho at mile 10 which is crossed by a stone bridge. The road enters Shih-tien on a raised embankment.

13 NIU-WANG or 1 m. 4 f. General direction
YU-WANG. north-north-east.

147 m. Good level mule-road at first follows a small stream down the plain. At mile $2\frac{1}{2}$ Ko-li; at mile $3\frac{1}{4}$ Jên-ho-ch'iao-kai. Here the road leaves the stream and goes along the western edge of the plain. At mile $8\frac{3}{4}$ the road rises gradually, crosses a spur, and descending to the plain crosses the stream at mile $11\frac{1}{4}$.

Niu-wang, 200 houses.

Camping ground.—Unlimited.

Water.—Good.

Fodder.—A little grazing in December.

Supplies.—A fair quantity.

14 TA-KUAN-SHIH 10 m. General direction
north. The road goes up the plain to

Pei-ta-k'ou at mile 2; it then crosses the plain and ascends from 8,100 feet to 5,700 feet at mile 4.

Thence over undulating country, through fir woods dropping a little to the plain of Hsiao-kuan-shih which is about 1 mile square and contains 3 or 4 villages. The road from here ascends slightly to Ta-kuan-shih (30 houses).

Camping ground.—Spacious.

Water.—Good.

Fodder.—A little grazing in December.

Supplies.—Small

15 PAO-SHAN (HSIEN) 9 m. General direction
(YUNG-CH'ANG). north-north-east.

165 m. The road passes over small spurs and valleys in a bare country. At mile 2 Ssü-tung-wo 10 houses; at mile 3 Hsiao-tien-pa. From mile $4\frac{1}{2}$ there is a little descent to the Pao-shan plain, at mile $4\frac{3}{4}$ A-shih-wo and just beyond this the main T'êng-yüeh—Ta-li road is met.

NOTE.—From Niu-wang a road leads to P'u-p'iao on the T'êng-yüeh-Ta-li main road. Distance $10\frac{1}{2}$ miles as under.

General direction north-north-west. Good road throughout. At $\frac{3}{4}$ miles Kuan Miao temple, camping ground for brigade but very little water. At $1\frac{1}{2}$ mile pass Pei-to-ko, 20 houses and cross Shui-chiang Ho. At $1\frac{3}{4}$ mile branch road north-east by north to Pao-shan (Hsien) (1 day). At 2 miles cross Shui-chiang-ho.

ROUTE No. 137—*contd.*

and follow foot of hills on east side of valley, which is here about $\frac{1}{4}$ mile in width. At 3 miles village of Shui-chiang, 30 houses, thence through open country to 6 miles where descent to P'u-p'iao plain begins. Easy descent through Yang-san-chai, 40 houses, at $8\frac{1}{4}$ miles. Ta-pa-ho at $8\frac{3}{4}$ miles. Path follows stream on an embankment to Ta-pa village at 9 miles, 10 houses, thence by 15 feet road to P'u-p'iao, 200 houses.

ROUTE No. 138.

FROM KUN-LONG FERRY TO TAW-NIO (MA-LI-PA).

28 miles.

3 stages.

Authority.—Captain H. R. Davies, June 1899.*Epitome.*—An alternative route to the first two stages of Route 137. It is of the same length, but is more hilly and difficult. It is, however, practicable for mule-transport.*Camping grounds.*—Scattered at stage 1, good at stages 2 and 3.*Water.*—Ample throughout.*Fodder.*—Fair grazing.*Supplies.*—Small.

No. of stage and total distance.	DETAILS.	
1	CHIU-K'UNG	... 9 m. General direction north-north-east. From Kun-long 9 m.
(1,650 feet) level for 1 mile, then up gradually to 2,600 feet at 2½ miles, thence up more steeply, rocky in places, with occasional more gradual ascents, till the top is reached at 4½ miles (4,200 feet). Hence fairly level past Man-kha at 3½ miles. Here is room to camp and water. Down hill a little from here and then level again till at 7 miles the road to Taw-nio <i>via</i> Nawng-long goes straight on and the present route turns off to the left front. From 7¼ miles (3,900 feet) the road begins to ascend steeply and the ascent is continued till Chiu-k'ung (12 houses) is reached at 5,600 feet.		
<i>Camping ground.</i> —In village and on small pieces of fairly flat ground.		
<i>Water.</i> —From small stream.		
<i>Supplies.</i> —Not large.		
2	MAN-TONG	... 11 m. General direction north. From Chiu- k'ung the ascent 20 m.
still continues, the top being reached at 1 mile, at 6,500 feet. From here very steep down to 1¼ miles, then along hillside, gradually rising a little. At 3 miles a road goes straight on to Tui-tui-chai. (Man-tong can be reached by this road, and it is said to be as short or shorter than the present route.) The route turns sharp round to the right through an opening in the hills, and from 6,700 feet at 4 miles descends, passing Hung-tung-lin (12 houses) 4½ miles (6,200 feet), one bit of Yang-ts'-ao-hai (5,200 feet) at 7 miles and another		

ROUTE No. 138—*contd.*

bit of the same village at $8\frac{1}{2}$ miles (4,600 feet). (From here there is a road straight to Taw-nio through several Palaung villages said to be shorter than the present route.) The route turns to the left and then bends round to the right again, still descending and passing Mêng-ku-ho (4,100 feet) on the left and then going down to Mantong, Shan and Palaung village of 8 houses on the left of the road. Height 3,400 feet.

Water.—Good.

Fodder.—Fair grass.

Supplies.—Not large.

3

TAW-NIO

...

8 m.

General direction

(MA-LI-PA)

north-north-east.

28 m.

A perfectly level

road along the plain, passing no villages to Taw-nio (20 houses).

Camping ground.—Large.

Water.—Good.

Fodder.—Fair grass, which dries up later on in the hot weather.

Supplies.—Fairly good.

N.B.—This road is the same length as the Nawng-long route but is much more hilly and difficult. If done in two marches the best halting place would be Hung-tung-lin, but the water here is from very small streams.

ROUTE No. 139.

FROM KUN-LONG FERRY TO MÊNG-HUNG.

74 miles.

8 stages.

Authority.—Captain C. H. Turner, January 1900.*Epitome.*—A fair mule-road, but generally roughly paved in the first six stages.

The route ascends the Nam-ting valley for two stages and in the third strikes north, crossing a succession of small valleys watered by fordable streams, thinly wooded for the most part.

Camping grounds.—Small, except at stages 3 and 7.*Water.*—Is plentiful except at stage 7.*Fodder.*—Grazing is poor throughout.*Supplies.*—Difficult to obtain throughout.

No. of stage and total distance.	DETAILS.	
1	TAW-MAWN	10 m. 4 f.
10 m. 4 f.	2	HWE-HPYEN
23 m.	3	HO-KHAI
31 m.	...	8 m. General direction north-east. The road follows the

} *Vide* Route No. 141.

right bank of the Nam-ting and at $\frac{1}{2}$ mile enters the Mêng-ting plain, here covered with tall *kaing* grass dotted with small patches of cultivation. At 4 miles Hpak-cheo village is reached, here the main road to Mêng-ting crosses the Nam-ting. The Mêng-hung road continues on, passing Nam-ting-chuang, a small Shan village at 6 miles. Here the road leaves the plain and enters the foot hills, and continues through easy, undulating country covered with scrub jungle to Ho-khai at 8 miles. A Shan village of 40 houses with a small *póngyi kyaung* and two *zayats*.

Camping ground.—East of the village in bamboo grove with room for 200 men.*Supplies.*—In small quantities available.

ROUTE No. 139—*contd.*

4 JUNGLE CAMP ... 10 m. General direction
BELOW CHA-LU- north-north-east.

41 m. CHAI. (PA-LAUNG The road follows
VILLAGE) 2,400 FEET. the edge of the

Mêng-ting plain passing Nam-sam village at $1\frac{1}{2}$ miles and Yung-kum at 3 miles. At 4 miles Ka-loi village, 20 houses, with a monastery and two *zayats* is passed and at 5 miles the road leaves the plain and begins a steady ascent passing above Pang-mo village at $5\frac{1}{2}$ miles. At 6 miles a small spring of good drinking water is passed and the ascent becomes steeper. At 7 miles the road crosses the ridge through a rocky gorge 3,300 feet, the latter portion of the road being roughly paved. The road now follows the side of a narrow valley with gradual descent to $8\frac{1}{2}$ miles. Here the road to Hsia-mu-sa branches off to the east; a small stream is now crossed where a small camp for 50 men could be made. There is now a steady ascent for $1\frac{1}{2}$ miles up a long spur to 10 miles.

Camping ground.—For 25 men, under large banyan tree.

Water.—From a small stream 200 yards down the hillside to the north.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

5 KUN-K'OU, ... 8 m. 4 f. General direction
5,500 FEET. north-east. The

49 m. 4 f. road steadily

ascends for the first 2 miles; here a road branches off to Pang-lung-chai about $\frac{1}{2}$ mile to the north, and another smaller path to Hsia-mu-sa to the east. From here Hsia-mu-sa valley is visible, but the village is hidden from view. For the next 2 miles the road winds along the western side of the valley and at $3\frac{1}{2}$ miles crosses over a ridge into the Nam-p'ing valley. The top of the pass is roughly paved, and there is a small Chinese temple on the summit, 5,600 feet. The road now descends steeply through a narrow cutting; at $4\frac{1}{2}$ miles the road becomes less steep and follows the steep narrow Nam-p'ing valley crossing two small streams. At $5\frac{1}{2}$ miles some paddy-fields are crossed, and there is a bad rocky descent to a small stream at 6 miles. At $6\frac{1}{2}$ miles another small stream is crossed where there is room for 50 men to encamp in paddy-fields. The Nam-p'ing is now crossed, and the road follows along its right bank with steady ascent. At $7\frac{1}{2}$ miles a small camping ground is passed and the ascent becomes somewhat steeper. At $8\frac{1}{2}$ miles there is a good camping ground on both banks of the Nam-p'ing here about 15 feet \times 6 inches below Kun-k'ou village. Kun-k'ou is a Chinese village of 30 houses.

Camping ground.—For 200 men in terraced fields.

Supplies.—Limited.

ROUTE No. 139—*contd.*

6	TI-KAI, 7,400 FEET.	9 m. 4 f. Leaving the camp the road follows up the right bank of the
59 m.		

Nam-p'ing and is level for $\frac{1}{4}$ mile, and then crosses over a low spur. At 1 mile the Mu-ch'êng valley opens out, and the road continues level to 2 miles, when the Nam-p'ing is crossed by wooden mule-bridge, the stream is here 18 feet \times 6 inches. A good camp for 300 men could be made here by the side of the stream. Mu-ch'êng is a scattered Chinese village of about 60 houses, a few supplies are obtainable. The road passes through the lower portion of the village up an ill-paved road with steady ascent to $3\frac{1}{2}$ miles where the Nam-p'ing is again crossed. The valley now closes in, the stream running through a narrow gorge, the road ascends steeply to $4\frac{1}{2}$ miles, 6,800 feet, where the valley again opens out, and is cultivated. At $4\frac{3}{4}$ miles there is a very good camping ground in a grassy hollow, room for 200 men, about $\frac{1}{2}$ mile south of Hei-hao village.

The ascent now becomes very steep, and the road is very rocky in parts. At 6 miles the top of the spur, which is marked by a small temple, is reached, 7,400 feet. The road then descends by easy gradient passing Ching-yu-chai, a small Chinese village at $6\frac{3}{4}$ miles.

From here the road ascends and crosses another spur 7,650 feet and then winds down a narrow valley. The road is here roughly paved and is very wet and slippery. At 8 miles the valley opens out and is covered with low bamboo reeds.

Camping ground.—In a slight hollow.

Water.—Good from spring.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

7	TA-WAI, 6,000 FEET.	9 m. 2 f. General direction north. Leaving camp the road is
68 m. 2 f.		

more or less level for the first $1\frac{1}{4}$ miles passing through a bare, treeless valley; at 2 miles the road descends steeply, and at $2\frac{1}{2}$ miles enters a level, open, cultivated valley. At 3 miles the road turns north-west and crosses over a low ridge and runs down a narrow valley. At 4 miles Mêng-lan valley is entered, a strip of paddy-land averaging $\frac{3}{4}$ mile in breadth. At 6 miles the I-cha Ho is crossed by a single-arch stone bridge, the stream is here 15 feet broad and 6 inches deep. At 7 miles Mêng-lan village, 6,300 feet, is reached, a Chinese village of about 40 houses. The road now follows the edge of the plain for $1\frac{1}{2}$ miles and then turns north and crosses a low ridge covered with scattered pine trees. At 8 miles the road begins to descend a long spur into the Ta-wai valley. Ta-wai village or

ROUTE No. 139—*contd.*

rather group of villages, some 80—100 houses, is visible across the valley.

Camping ground.—Any amount of room in terraced paddy-fields.

Water.—From an irrigation stream, rather muddy—

Fuel.—Scarce.

Fodder.—Grass scarce.

8 MÊNG-HUNG 5 m. 2 f. The road crosses the
(5,150 FEET.) Ta-wai valley, the

73 m. 4 f. stream being crossed

by a covered wooden bridge, and then ascends the opposite hillside to $1\frac{1}{2}$ miles. From here the road descends to Meng-mu village at 2 miles, 5,500 feet; the village contains some 80 houses with a temple and a monastery. The road passes through a portion of the town and skirts the lower edge and then descends the valley; about $\frac{1}{2}$ mile below the town the stream disappears under ground and the road crosses the blocked-up end of the valley, and at $3\frac{1}{2}$ miles begins to descend into the Mêng-hung valley. At 5 miles the town is reached; it is surrounded by a mud wall and contains some 150 to 200 houses; the inhabitants are mostly Las with a few Chinese traders.

Camping ground.—On the southern edge of the paddy-plain east of the town.

Water.—From a small stream running down from the east.

Fuel.—Somewhat scarce.

Fodder.—Grass somewhat scarce.

Supplies.—In small quantities.

ROUTE No. 140.

FROM KUN-LONG FERRY TO MÊNG-HUNG (*viâ*
NAM-TING VALLEY).

86 miles.

8 stages.

Authority.—Captain C. H. Turner, January 1900.

Epitome.—An alternative route to No. 139, connecting Kun-long ferry with the road from Lung-ling to Kêng-ma.

A fair mule-road throughout, branching off from Route No. 139 in stage 4 and joining route No. 133 in stage 6.

The road passes over undulating country, through alternate stretches of tree-jungle and paddy cultivation.

Camping grounds.—Restricted at stage 4, but ample at stage 5.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Small.

No. of stage and total distance.	DETAILS.	
1	TAW-MAWN	10 m. 4 f.
10 m. 4 f.		} For the first two stages, <i>vide</i> Route 141.
2	HWE-HPYEN	12 m. 4 f.
23 m.		
3	HO-KHAI	... 8 m.
31 m.		} For stage 3 and the first 8 miles of stage 4, <i>vide</i> Route No. 139.
4	HSIA-MU-SA	13 m. 4 f.
	3,800 FEET.	
44 m. 4 f.		

At $8\frac{1}{2}$ miles the road to Hsia-mu-sa branches off to the east and ascends through small tree-jungle to 10 miles. The road then descends into the Hsia-mu-sa valley at 11 miles and skirts the western edge of the cultivation. At $12\frac{1}{2}$ miles an old ruined Chinese temple is passed and at $13\frac{1}{2}$ miles Hsia-mu-sa village is reached. The inhabitants are Chinese and Shan, and there are about 30 houses with a small Chinese temple. A Shan petty official lives here, the circle is under Kêng-ma.

ROUTE No. 140—*contd.*

Camping ground.—In the paddy-fields, east of the village.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

5 CAMP ON THE ... 12 m. Leaving Hsia-mu-sa
 HSAI-HKAU HO. the road runs up the

56 m. 4 f. valley through cultivated paddy-land. At 3 miles the Nam-king-ting is crossed by a covered wooden bridge. The road then ascends steadily up the southern side of the valley passing Lu-chu-ch'êng village at $4\frac{1}{2}$ miles and Hsi-shan at $5\frac{1}{2}$ miles. The road still ascends, and at 8 miles reaches the top of the ridge, from here to 9 miles the road is level passing above Mêng-ling village. At $9\frac{1}{2}$ miles 6,200 feet the road begins to descend, passing Mêng-yung village at 10 miles. The road now follows down the spur dividing the Mêng-yung Ho and the Hsai-khau Ho and at 12 miles reaches the Hsai-khau Ho.

Camping ground.—In terraced paddy-fields.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

6 LUNG-CHA, ... 14 m. Leaving camp the road
 5,450 FEET. crosses a small

70 m. 4 f. stream at $\frac{1}{2}$ mile and then ascends steeply to 1 mile, then level to Hsai-khau-ta-chai, $1\frac{1}{2}$ miles: the village is situated in a bamboo grove on the top of the ridge. From here the road is more or less level to 3 miles where the Mêng-chien road turns off south-east.

7 MA-LI-P'ING ... 9 m. }

79 m. 4 f. }

8 MÊNG-HUNG ... 6 m. }

85 m. 4 f. }

See Route No. 133,
stages 9 and 10.

ROUTE No. 141.

FROM KUN-LONG FERRY TO SHUN-NING (HSIEN)
(*viâ* MIEN-NING AND YÜN-CHOU).

211 miles.

20 stages.

Authority.—Captain H. R. Davies, March 1895. Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A good level mule-road, generally suitable for wheel transport when ascending the Nam-ting valley for the first 11 stages. It then strikes east, through undulating, bare country and is suitable for pack transport only. Reaching Mien-ning at stage 13, it descends the valley of the Mêng-lai Ho and in stage 17 ascends to the head of the valley separating Mien-ning from Yün Chou, the latter town being reached at the end of stage 18. The road then ascends the valley of the Pei-ch'iao Ho to Shun-ning.

Camping grounds.—Good, though somewhat restricted at stages 6, 14 and 19.

Water.—Is good throughout except at stage 12.

Fodder.—Good grazing throughout except in stages 19 and 20.

Supplies.—Are only obtainable in good quantities at stages 3, 18 and 20.

No. of stage and total distance.	DETAILS.	
1	TAW-MAWN	10 m. 4 f. General direction east-north-east.
10 m. 4 f.	A level road through thick jungle up the Nam-ting valley, keeping on the right bank of that river, and crossing several small streams, and passing the following Shan villages :—at 5 miles Kawng-kye, at 6½ miles Nam- hu (here a road branches off to the right and crosses by ferry to Ho-pang), at 8 miles Pang-hai-awn, at 9 miles Pang-hai-long. Taw- mawn is a small village near the Nam-ting. Height 1,800 feet.	
	<i>Rivers.</i> —At 2 miles Nam-pawn (7 yards by 1½ feet).	
	At 4 miles Nam-lwe (5 yards by 2 feet), stone mule bridge.	
	At 6 miles is a muddy ditch, which wants bridging, as it would be difficult in wet weather.	
	<i>Camping ground.</i> —Jungle would have to be cleared for a large camp.	
	<i>Fodder.</i> —Good grass.	

ROUTE No. 141—*contd.*

2 HWE-HPYEN 12 m. 4 f. General direction
east-north-east.

23 m.

A nearly level road up the Nam-ting valley. The following Shan villages are passed:— at $2\frac{1}{2}$ miles Pang-un, at $3\frac{3}{4}$ miles Tüing-tan, at $6\frac{1}{2}$ miles Man-kwe; here the road leaves the river which bends round to the south, and goes slightly up hill passing the La village of Pang-sang-ti hidden in the jungle on the left at 10 miles and descending very slightly to the Nam-hpawng, which is crossed just before entering Hwe-hpyen. The Nam-hsang, which is crossed at $2\frac{3}{4}$ miles, is the boundary between Burma and China. Height 1,800 feet.

Rivers.—At 1 mile Nam-tsü (15 yards by 4 feet), stone mule-bridge.

At $2\frac{3}{4}$ miles Nam-hsang (8 yards by 1 foot).

At $12\frac{1}{2}$ miles Nam-hpawng, 50 or 60 yards wide and 3 feet deep; good bottom. Is crossed by one small boat in the rains.

Camping ground.—Good camp in village.

Water.—Good.

Fodder.—Good grass.

3 MÊNG-TING ... 8 m. General direction
east. The road goes

31 m.

up the right bank of the Nam-ting through jungle, passing Man-hawng at $1\frac{1}{2}$ miles and Man-tep at 3 miles. Here the Mêng-ting plain is entered. Hpak-cheo is reached at 4 miles. Here the Nam-ting is crossed by ferry, and the road continues across the plain first through *kaing* grass, then through cultivation to the Shan town of Mêng-ting, 150 houses. Height 1,800 feet.

Rivers.—At 4 miles Nam-ting 100 yards wide and 5 feet deep. Near the left bank is the deepest part; from the right bank out to the middle it is within the depth of mules. The current is fairly strong, but mules are easily swum across and only have to swim for a few strokes in March. There are three dug-outs, each taking 6 mule loads. The village is on the right bank and contains eight or ten houses inhabited by Shans.

Good *camp* on the right bank, but the left bank is covered with high *kaing* grass.

Camping ground.—Large.

Fodder.—Good grass.

Supplies.—Good.

4 SUM-NÖ OR SSU- 8 m. General direction
YEN-CHIN. north-east. Level

39 m.

The road goes along the foot of the hills up the Mêng-ting

ROUTE No. 141—*contd.*

plain, passing several Shan villages including the large village of Che-hak at 3 miles. At 2 miles a stream called the Nam-kun is crossed, which is the boundary between Mêng-ting and Kêng-ma. At 5 miles the end of the plain is reached and the road crosses the end of a small spur, passes the village of Kyeng-hin at $5\frac{3}{4}$ miles, and thence by a perfectly level road which keeps near the bank of the river and would be muddy in rainy weather, to Sum-nö, round which there is a good deal of level ground and cultivation. There is also a monastery. The village contains 12 or 15 houses. Height 1,800 feet. The village is called Ssü-yen-chin by the Chinese.

Rivers.—At 2 miles Nam-kun, from the right (12 yards by 1 foot). At $5\frac{3}{4}$ miles Nam-mêng, from the right (12 yards by $1\frac{1}{2}$ feet). At $7\frac{1}{4}$ miles Nam-hawng, from the right (6 yards by 1 foot). At $7\frac{1}{2}$ miles Naw-sawk, from the right (5 yards by 6 inches).

Camping ground.—Ample.

Water.—Good.

Fodder.—Very good grass.

Supplies.—Not large.

5 MÊNG-CHIEN ... 13 m. General direction north-east. The

52 m.

Nam-ting valley all the way, and is nearly level, only crossing the ends of spurs which run down to the river. The road is muddy in one or two places and might be difficult in wet weather. It goes through thick jungle all the way, except where there is some cultivation round the villages. The village of Man-yen (3 houses) is passed at $2\frac{3}{4}$ miles, and Hkok-lao (15 houses) at $4\frac{1}{2}$ miles. Here is a good place to camp and a road goes off to the right to Kêng-ma. Beyond this is the most serious ascent of the march, the road going up about 500 feet and down the other side of the spur to Kyen-hsai at $7\frac{1}{2}$ miles. From here the road goes over the ends of low spurs till it reaches the Mêng-chien plain just beyond village of Man-kat at 11 miles and thence goes over the plain to Mêng-chien, an unwall'd town of about 60 houses in a small plain. Height 1,850 feet.

Rivers.—At $4\frac{1}{2}$ miles, Nam-lut, from the right (8 yards by 1 foot).

Camping grounds.—Large.

Fodder.—Very good grass.

Supplies.—Fairly good.

6 TA-CHAI ... 6 m. General direction east.

58 m.

After a few hundred yards of level ground the road ascends very steeply. Very steep ascent continues for about 2 miles. After that it is more gradual, keeping on the same spur the whole way till the village of Ta-chai is reached, inhabited by Las and Chinese, containing 450 houses.

ROUTE No. 141—*contd.*

Camping ground.—Along the spur, the best place is just beyond the village on open grass under banyan trees.

Water.—From several small streams.

Fodder.—Good grazing and fair supply of long grass.

Supplies.—Fair.

7 TS'AI-TZŪ-TI ... 10 m. General direction east-south-east. From

68 m. Ta-chai the road

ascends gradually till there is a short descent to a little stream. From here the road ascends rather more steeply till the top of the range is reached at $5\frac{1}{2}$ miles at a height of about 7,300 feet. From here the road turns along the ridge and afterwards descends slightly and keeps along the side of the hill crossing little spurs, passing the Chinese village of Hsiao-p'u-tzū (15 houses) at 9 miles. Ts'ai-tzū-ti is a Chinese village of seven houses. Height about 6,800 feet.

Water.—From a small stream in the village.

Fodder.—Good grass.

Supplies.—Nil.

8 MÊNG-SA ... 10 m. General direction north-east. The

78 m. road at first keeps

along the hillside under the crest of the range, crossing small spur and passing the village of Yo-p'i-p'u at 1 mile and Ch'in-mên-k'o at $2\frac{1}{4}$ miles, till at $3\frac{1}{4}$ miles the road begins to descend on the side of a spur passing Pa-chio-p'u at $3\frac{3}{4}$ miles, and from there descending steeply till a small stream, a tributary of the Nam-hkü, is crossed at $4\frac{3}{4}$ miles.

The road goes on descending the left bank of this stream by a narrow path cut out of the hillside till the steep descent comes to an end at 5 miles. From here the road descends gradually along the hillside leaving the Mohammadan village of An-chang (20 houses), $\frac{1}{2}$ mile on the right at $5\frac{1}{2}$ miles till the Mêng-sa plateau is reached at Man-kwi at $7\frac{1}{2}$ miles. From here the road is level to Mêng-sa, which is at the foot of the hills on the east. The town contains 90 Shan houses inside the walls and 50 Chinese houses outside the walls. It is surrounded by a mud wall 12 feet high. Height 4,550 feet.

Rivers.—At $9\frac{3}{4}$ miles a branch of the Nam-hkü from the right (7 yards by 8 inches) crossed by stone bridge.

Camping grounds.—Good.

Fodder.—Good grass.

Supplies.—Fairly good.

ROUTE No. 141—*contd.*

9 MAN-HKÜ ... 13 m. General direction
north-nor t h-e a s t.

91 m. From Mêng-sa the road is perfectly level along the Mêng-sa plain for 9 miles. The plain is not much cultivated and is very bare and dry. Just beyond the small Chinese village of Kuan-ko-yen the end of the plain is reached and the road begins to descend through a narrow gap in the hills past the Chinese village of Ch'ing-mên-k'ou, and on down a narrow valley, steep towards the end till the valley of the Nam-hkü is reached, also very narrow. The road goes on descending more gradually down the side of the Nam-hkü valley till the bottom is reached at 12 miles. There is then a mile of flat going, which would be very muddy in the rains, crossing three streams, the Nam-hkü, Nam-maw, and Nam-tawn. Height 3,000 feet.

Rivers.—At $\frac{1}{4}$ mile and at $2\frac{1}{2}$ miles Nam-hkü, first from the right, then from the left (7 yards by 1 foot) crossed by stone bridges in both cases. $12\frac{1}{4}$ miles Nam-hkü, from the right (10 yards by $1\frac{1}{2}$ feet). At $12\frac{1}{2}$ miles Nam-maw, from the right (7 yards by 1 foot), muddy bottom. At 13 miles Nam-tawn, from the right (8 yards by 1 foot).

Camping ground.—The best camp is at the guard-house on the bank of the latter stream, which is just below the Shan village of Man-hkü. Village contains 10 or 12 houses.

Water and fuel.—Good.

Fodder.—Good grass.

Supplies.—Very small.

10 MÊNG-YUNG 8 m. 4 f. General direction east-
(MÖNG-YAWNG). north-east. From

99 m. 4 f. the camp at Man-hkü the road is level up the right bank of the Nam-tawn for $\frac{1}{2}$ mile. It then ascends rather steeply up a badly paved road till at $1\frac{1}{4}$ miles it turns along the hillside and continues without much up and down till it descends a little into the Nam-yawng valley, reaching the bottom at $5\frac{1}{2}$ miles; thence by a level road down the Nam-yawng valley till the stream is crossed just before entering the town. The town is about 300 yards square, surrounded by a mud wall 12 feet high and 2 feet thick. It stands on the right bank of the Nam-yawng, a good deal above the level of the stream, which here runs in a deep ravine. Its plain is about 2 miles long and 1 mile wide. Height 3,750 feet. The town contains 160 Shan houses and 20 houses inhabited by Chinese, also large Monastery.

Camping ground.—Very large.

Fodder.—Good grass and grazing.

Supplies.—Fairly large.

ROUTE No. 141—*contd.*

11 CHÊ-PI ... 6 m. 6 f. General direction north-east. The

106 m. 2 f.

Nam-yawng and ascends slightly on to the spurs running down to the left bank of that stream. It continues along the hillside nearly level, with only slight ups and downs, till at 4 miles it descends again; recrosses the Nam-yawng and crosses a broad sandy bed for 200 or 300 yards, where the Nam-yawng and Nam-aw meet and which is apparently liable to be inundated in the rains. The road then crosses the Nam-aw at $5\frac{1}{4}$ miles at the village of Na-nam (Shan 12 houses) and goes up the left bank of the Nam-aw by a level road to the Shan village of Chê-pi (Sep-yek 50 houses,) at mile $6\frac{3}{4}$.

Camping ground.—Ample; single travellers might find good accommodation in a very clear mud-floored Shan temple, adjoining the village Monastery.

Water.—Ample and good.

Fuel.—Abundant.

Fodder.—Good grass in abundance.

Supplies.—Rather scanty.

12 PING-YEH-HSÛN 10 m. 6 f. General direction east-south-east. Fair

117 m.

steep ascent of close on 3,000 feet. The first $\frac{3}{4}$ mile is excellent going in a north-easterly direction, over grass to the ruins of the Chinese village of Wan-nien-chuang. From here a road goes north-east, direct to Yün Chou (see Route No. 143, Stages 11 to 14). At this point, the route *viâ* Mien-ning turns to the right (east-south-east) by a raised stone road for $\frac{3}{4}$ mile over the rice fields, crossing a small stream by a stone bridge. Then begins a long and steep ascent, partly through red clay, to mile $3\frac{3}{4}$, where is a short level stretch of grass land. Here a stone pillar marks the boundary between the Chinese Shan State of Kêng-ma, the District of Shun-ning (both in the Tengyueh or Western Circuit), and the District of Mien-ning, in the P'u-êrh or Southern Circuit of Yün-nan. Height, 5,400 feet, the ascent still continues, steeply in places, but mostly over grass, for another $1\frac{1}{2}$ miles to the small Chinese village of Wu-lu-hsin. From this point to the top of the range at mile $7\frac{3}{4}$ the ascent is less steep; the last 3 miles are good going and fairly level till the final drop of some 300 feet to the 40-house Chinese village of Ping-yeh-hsün, height 6,700 feet.

Camping ground.—Level spaces very restricted; single travellers might put up in a small temple, near the entrance into the village.

Water.—From small streams.

Fuel.—Ample.

Fodder.—Fair grazing.

ROUTE No. 141—*contd.*

Supplies.—Very scanty.

13	MIEN-NING (HSIEN)	... 15 m.	General direction east- south-east. Very fair mule-road, but
132 m.			

with constant stream-fording, till the last 2 miles, which are very roughly paved.

From Ping-yeh-hsün the road descends steeply for $1\frac{1}{2}$ miles to a stone bridge over a small stream, then ascends still more steeply for another mile to the top of a spur (7,100 feet). Half a mile further on, the route descends by fairly steep zig-zags over grass to the level of the Pang-mai river, which is followed, crossed and re-crossed by some 40 different fords, none of them difficult, on to an open patch of grass-land at mile $6\frac{1}{2}$. Then, after passing the small Lo-lo village of Pang-mai, and crossing another small stream, the road ascends steeply on to a narrow ridge, and continues down the left bank of the Pang-mai river, which it crosses for the last time, by a stone bridge; then after a short steep ascent to another spur at mile 9, it descends steeply to the junction of the Shui-mao and Hsi rivers, both of which are crossed, either by fording or by good stout timber bridges. The next 2 miles are good going, down the left bank of the Shui-mao river to mile 12, where the river is crossed by a good bridge, built of brick; then follows a gentle descent of one mile, good going, down the right bank of the Shui-mao river to mile 13, where the road enters the rice-fields of the Mien-ning plain. The last 2 miles to the town are over a very rough raised stone causeway.

Mien-ning (height 5,900 feet) is an irregular town, surrounded by a brick wall, 15—20 feet high; with its suburbs, it contains some 700—800 houses; the population is mixed Shan and Chinese. It is the Headquarters of a District Magistrate, and has a Post Office.

Camping grounds.—Rather restricted; official travellers might possibly be accommodated in or around the disused *Yamên* of the Brigadier-General of Manchu times.

Water.—Abundant, from wells in and about the town.

Fuel.—Ample.

Fodder.—Good grass.

Supplies.—Large quantities, of all kinds.

14	CH'ING-SHUI- T'ANG.	.. 11 m.	General direction north. The road is nearly level all the
143 m.			

way. It crosses the Mêng-lai Ho just outside Mien-ning, and follows down the right bank of that river for the rest of the way. The first 6 miles lie down the Mien-ning plain by a perfectly level road, passing several small villages. The valley then narrows in and

ROUTE No. 141—*contd.*

the rest of the road crosses the ends of small spurs and small streams, but without any ascent or descent to speak of. Ch'ing-shui-t'ang village only contains four houses.

Rivers.—At $\frac{1}{2}$ mile Mêng-lai Ho, from the right (30 yards by 3 or 4 feet), running with a fairly rapid current in a sandy bed; crossed by a wooden bridge, 30 yards long and 5 feet wide, in two spans, supported on brick piers.

Camping ground.—At the village,

Fodder.—Grass obtainable.

Supplies.—Nil.

15 LA-TIEN-P'O ... 8 m. 4 f. General direction
north-north-west.

151 m. 4 f. The road is nearly level all the way, going down the right bank of the Mêng-lai Ho, crossing the ends of small spurs and streams, but with no ascents or descents to speak of. The valley is narrow all the way and the road passes through jungle most of the way. The village of Hsi-p'u-t'an (three houses) is passed at 4 miles, La-tien-po contains about 10 houses and has an official rest-house.

Camping ground.—Ample.

Fodder.—Good grass.

Supplies.—Small quantities of rice, paddy, and straw.

16 I-WAN-SHUI ... 11 m. 4 f. General direction
north. The road

163 m. goes down the right bank of the Mêng-lai Ho, keeping up on the hillside 100 or 200 feet above the stream and crossing the ends of spurs and little streams. The valley is narrow throughout, usually not much more than the width of the stream, but occasionally with a strip of cultivation 100 or 200 yards wide along it. The Mêng-lai Ho is 15 or 20 yards wide and 2 or 3 feet deep with a strong current. After following down the valley from 4,200 feet till 3,400 feet is reached at 9 miles, the road leaves the valley and ascends up a spur pretty steeply to I-wan-shui (5,350 feet). The village is in three bits, containing altogether 25 or 30 houses. The whole road passes through jungle. There is room for a good camp at the bottom of the hill at 9 miles. The following villages are passed through:—at 1 mile Ma-yi-tui, in two bits (30 houses); at 2 miles Shao-p'ai (three houses); at 4 miles Pang-k'ang-ho (five houses); at $7\frac{1}{2}$ miles Hsin-t'an-fang (two houses).

Camping ground.—Round the village.

Fodder.—Good grass.

Supplies.—Small.

17 T'OU-TAO-SHUI 9 m. 4 f. General direction
north. From I-
wan-shui (5,350

172 m 4 f.

ROUTE No. 141—*contd.*

feet) by a nearly level road along the hill till the top of a spur is reached at $2\frac{1}{2}$ miles (5,550 feet). From here there is a fairly steep descent for a few hundred yards and then the road turns up a narrow valley keeping up on the hillside and crossing little spurs and streams, passing Chang-shang-t'an (three houses) at 4 miles and Ya-k'ou-t'ang (three houses) at 7 miles. A few hundred yards this side of the latter village a small stream is crossed, which forms the boundary between Mien-ning and Yün Chou. The top of another spur is reached at $7\frac{3}{4}$ miles at a low place at the source of the stream of the valley which has been followed up (5,700 feet). From here the road leads down another narrow valley (a tributary of the T'ou-tao-shui Ho) for $1\frac{1}{2}$ miles, then turns up the valley of the latter stream to T'ou-tao-shui, a village of 30 houses with a five-day bazaar. Height 5,100 feet.

Camping ground.—At village.

Fodder.—Grass obtainable.

Supplies.—Not large.

18 YÜN-CHOU ... 14 m. 4 f. From T'ou-tao-shui
(5,100 feet) there is a

187 m.

gradual ascent of the narrow valley in which the village is situated till the top of the range is reached at one of its lowest points (5,600 feet) at 3 miles. From here there is a gradual descent between the two sources of the Ch'ang-po-lin Ho till one of them is crossed just above its junction with the other at 4 miles. The road then ascends slightly on to the hillside on the left bank of the stream, descends and recrosses the stream at 6 miles, and ascends slightly on to the hillside and passes the village of Ch'ang-po-lin (10 houses) at 7 miles. From here there is a slight descent to a small stream and an ascent on to another small spur. From here onwards the road crosses the ends of small spurs and small streams, tributaries of the Nan-ch'iao Ho, and passes three or four small villages and the large village of Ts'ao-p'i-kai at 14 miles, from which there is a short descent into the valley of the Nan-ch'iao Ho, crosses the stream and enters the town just beyond Yün Chou, which contains about 800 houses, is surrounded by a soft brick wall 12 feet high. Height 3,800 feet. Headquarters of a District Magistrate.

Rivers.—At $14\frac{1}{4}$ miles Nan-ch'iao Ho from the left (35 yards by 3 or 4 feet); rapid current; running in bed 70 yards wide; crossed by bridge made with roadway of bamboo and earth on wooden posts. Bridge passable for loaded mules. Is probably carried away in the rains.

Camping ground.—Large.

Fodder.—A little grass.

Supplies.—Fairly good.

ROUTE No. 141—*contd.*

19 LO-T'ANG ... 11 m. 4 f. General direction
north-west. The road

198 m. 4 f. is practically level all the way, though there is a rise of 1,200 feet in the whole march. It goes up the right bank of the Pei-ch'iao Ho, but keeping above the stream and crossing the ends of several small spurs. At first the valley is about $\frac{1}{2}$ mile wide, till at $2\frac{1}{2}$ miles the road crosses a small spur by a gap called Kai-p'ai.

This forms the boundary between Shun-ning and Yün Chou and from here the valley narrows to a width of 100 to 300 yards, though there is a bit of cultivation $\frac{1}{2}$ mile wide on the right bank at 5 miles. At 9 miles another spur is crossed by a gap called Pao-p'ien-kuan, and from here the valley widens out to a breadth of $\frac{1}{2}$ mile, which is its average breadth from here up to Shun-ning. Several small villages are passed and the valley is all cultivated. The road is good on the whole, but being most of it paved is bad in places. At Lo-t'ang (30 houses) is a small inn. Height 5,000 feet.

Camping ground.—Outside the village.

Fodder.—A little bad grass.

Supplies.—Not large.

20 SHUN-NING ... 12 m. General direction
(HSIEN). north-west. The

210 m. 4 f. road runs up the Pei-ch'iao Ho valley all the way and is practically level, only going up and down over the ends of small spurs. It is paved most of the way, but is fairly good. The road keeps up the right bank of the river upon the hillside 100 or 200 feet above the valley for the first 8 miles. It then descends and crosses the river and goes along the foot of the hills up the left bank till the river is re-crossed at $10\frac{1}{2}$ miles. The valley is about $\frac{1}{2}$ mile wide, cultivated at the bottom, and the hillsides are also cut into terraced fields in many places, especially on the south side of the valley. There are several small villages at the foot of the hills on both sides. The town of Shun-ning is built at the foot of the hills on the right bank of the stream. It is of an irregular polygonal shape, 1 mile in circumference, surrounded by a brick wall 15 feet high, with an earth parapet 3 to 19 feet thick inside it. Height 5,400 feet. Headquarters of a District Magistrate.

Rivers.—At $8\frac{1}{2}$ miles Pei-ch'iao Ho from the left (12 yards by $1\frac{1}{2}$ feet) crossed by stone bridge.

At $10\frac{1}{2}$ miles Pei-ch'iao Ho from the right (20 yards by 2 feet) crossed by wooden bridge on stone piers.

Camping ground.—Ample.

Fodder.—A little grass.

Supplies.—Fairly good.

ROUTE No. 142.

FROM KUN-LONG FERRY TO MÊNG-TING (via
THE LEFT BANK OF THE NAM-TING).

37 miles.

4 stages.

Authority.—Captain C. H. Turner, January 1900.

Epitome.—This is an alternative route up the Nam-ting valley, by the left bank. It is practicable for mule transport throughout, and runs generally through gently undulating, fairly-wooded country with a gradual ascent.

Camping grounds.—For two battalions throughout.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Small.

No. of stage and total distance.	DETAILS.	
1	HO-PANG (1,750').	... 8 m. 4 f. General direction east. Crossing the Kun-long ferry the road follows the left bank of the Salween for the first two miles and then turns up the valley of the Nam-ting. For the first 3 miles it skirts the hills through tree-jungle and then runs over a level plain covered with dense <i>kaing</i> grass. At 6½ miles Man-hu village is passed and the road then turns south-east to the ferry over the Nam-ting at 7½ miles. The Nam-ting is here about 120 yards wide, unfordable, with a strong current. There are two rafts available, each made of two dug-outs lashed together and also two single dug-outs; the approach to the ferry is somewhat steep but not difficult, and there is room to load and unload mules on either bank. After crossing the Nam-ting the road runs south through Nam-ting village to Ho-pang, one mile distant.
8 m. 4 f.		<i>Camping ground.</i> —On level grassy plain east of the village for two battalions with transport. <i>Water.</i> —Ample from small stream. <i>Supplies.</i> —In small quantities can be obtained and a fifth-day bazaar is held at Ho-pang.
2	MAN-HKA (2,200').	... 13 m. General direction east, north-east. Leaving Ho-pang the road
21 m. 4 f.		

N.B.—This route is the main trade-route from the Kun-long ferry to Pang-long.

ROUTE No. 142—*contd.*

crosses a small stream by a foot-bridge and then ascends by easy gradient through old cultivation. At $\frac{1}{2}$ mile a road branches off to the east to Nawng-mo, a small Shan village of 6 houses. At $3\frac{1}{2}$ miles there is a steep descent to a small stream and then steep ascent of $\frac{1}{2}$ mile to $4\frac{1}{2}$ miles. The road now descends to Ta-mêng, a small Shan village of 10 houses at 6 miles. Here there is room for 1 battalion to encamp in paddy-fields. From here the road is level to Man-tap village at 7 miles. Here there is room for 200 men to encamp in paddy-fields, on the right bank of the Nam-tap. The road now crosses undulating country through small tree-jungle and at $8\frac{1}{2}$ miles crosses a small stream; here there is a good halting place under big banyan tree. After crossing the stream, the road ascends by easy gradient and at 10 miles the cairn marked No. II, showing the boundary between Burma and China is passed, and the road crossing undulating country reaches Man-hka at 13 miles. A small Shan village.

Camping ground.—In paddy-fields.

3	HSIAO-K'ANG- FANG.	... 7 m.	General direction north-east by east.
28 m. 4 f.	(1,750').		Leaving Man-hka

the road ascends the side of a hill with gentle gradient crossing several boggy places. At 2 miles there is a steep ascent to 2,500 feet at $2\frac{1}{2}$ miles, the road now crosses a succession of rocky spurs, the highest being 2,600 feet at 4 miles. From here there is a steady descent to 5 miles where a small stream is crossed. At $5\frac{1}{2}$ miles the bank of the Nam-ting is reached; the river is here 60 yards wide with swift current. A few hundred yards higher up there are some rapids, the stream closing in to a breadth of 20 yards; these would interfere with navigation except when the river is in flood. At 6 miles the Hsop-hpawng ferry is passed at the junction of the Nam-hpaung and the Nam-ting; at 7 miles Hsiao-k'ang-fang is reached with the camp on the bank of the Nam-ting.

4	MÊNG-TING (1,800').	... 8 m.	Soon after leaving the camp the road de- bouches on to the
36 m. 4 f.			Mêng-ting plain and skirts round the south-eastern edge. At 8 miles Mêng-ting is reached.

Camping ground.—On the banks of the Nam-wa.

Supplies.—Obtainable. A fifth-day bazaar is held here.

ROUTE No. 143.

FROM KUN-LONG FERRY TO YÜN CHOU.

154 miles.

14 stages.

Authority.—Captain H. R. Davies, May 1895, Lieutenant Watts-Jones, January 1899.

Epitome—This is a direct road to Yün Chou, following route No 141 for the first ten stages, and then branches off north-east, rejoining Route 141 in the 13th stage. A good mule-road and practicable generally for mule-transport in the first ten stages when it ascends the valley and is a narrow mule-road only. In stage 12 it descends steeply through jungle to the Nam-ting, which is crossed at the ford, only practicable in dry weather. It then ascends, steeply at first and then easily, rejoining Route 141 at T'ou-tao-shui.

Camping grounds.—For a small force only.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Large at stage 12, elsewhere small.

No. of stage and total distance.	DETAILS.		
1—10	KUN-LONG FERRY to MÊNG-YUNG.		See Route No 141 first 10 stages.
99 m. 4 f.	11	P'ING-CHANG ...17 m.	General direction north-east. Good and very level mule- road, except in the rains, when it is probably impassable. The road follows a series of valleys parallel to the Nam-ting. The road descends gradually along the hill sides on the left bank of the Mêng-yung stream, crossing it at 4 miles in a wide shingly bed, stream 10 yards 8 inches, just before it enters a gorge, then ascends along the right bank of the stream which meets it from the opposite side, passing Nan-na, good camping ground, fair supplies, at mile $4\frac{1}{2}$, Chê-pi (Sep-yek in Shan), also with good camping ground, at mile $6\frac{3}{4}$, and the ruins of the Chinese village of Wan-nien-chuang at mile $7\frac{1}{2}$; from the latter point the road continues along a stream which it crosses at mile $10\frac{1}{2}$ where it leaves the valley, water 8 yards \times 6 inches. From here the road ascends along and often in the bed of the stream which comes from Mien-ning way, often crossing it (10 yards \times 8 inches, gravel bottom, probably difficult
116 m. 4 f.			

ROUTE No. 143—*contd.*

in the rains). At $13\frac{1}{2}$ miles, leave the valley and ascend the jungle-covered hill side on the left; steep ascent for $\frac{1}{2}$ mile; thence the road runs along the top of the ridge, only about 20 feet wide in places to P'ing-chang.

Camping ground.—For a small force.

Water.—Has to be brought from $\frac{1}{2}$ mile.

Supplies.—Fair.

12 PANG-WA ... 12 m. General direction
north-north-east.

128 m. 4 f.

Fair mule-road. The road descends steeply through jungle for 3 miles and then more gradually crossing paddy fields. The Nam-ting 30 yards \times $11\frac{1}{2}$ feet, strong current, gravel bottom, is forded at 5 miles, ford impassable in the rains. Then ascend gradually through long grass to Mêng-lai, $6\frac{1}{2}$ miles, 3,200 feet, large camping ground; fair supplies, very good grazing. From here level road along alluvial deposits, descending into the bed of the river, good camping ground, and then along hill sides just above it to $9\frac{1}{2}$ miles where a large stream comes in. Either just before this or here would be good positions for delaying an advance from Mêng-lai. From here ascend steeply to Shui-ching; fair camp; good grazing, but bad water, 10 miles, and then more gradually to about 5,600 feet. Pang-wa is off the main road to the right (south), large village in several portions, 4,850 feet.

Camping ground.—Fair above the village.

Water.—Would have to be fetched from a $\frac{1}{4}$ mile.

Supplies.—Large.

13 T'OU-TAO-SHUI ... 11 m. Ascend slightly to the
main road, then over
a spur. Here is a

139 m. 4 f.

position commanding the road forwards, but no water. Descend steeply to Mieh-p'a-ch'ia, dirty *bazaar* village; fair camping-ground for small force. From here the path keeps along the hill side on the right bank of the stream, with many ups and downs, getting easier and finally easy for 2 miles into T'ou-tao-shui. Time for mules, $5\frac{1}{2}$ hours. Going the other way, the stages might be:—1. Mêng-lai. 2. Chê-pi. 3. Mêng-yung; giving larger camping grounds, less trouble about water, and better grazing. But going east, Mêng-lai to T'ou-tao-shui would be a very long and trying stage, with a long ascent in the middle of it. Mêng-lai is a low-lying and unpleasant place to camp in and doubtless malarious

Camping ground.—On paddy-land.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Fair.

ROUTE No. 143—*contd.*

14	YÜN-CHOU	... 14 m. 4 f. See Route 141, Stage 18.
<hr style="width: 100px; margin-left: 0;"/>		
154 m.		

ROUTE No. 144.

FROM KUN-LONG FERRY TO CHING-KU (HSIEN)
(FORMERLY WEI-YÜAN) *viâ* KÊNG-MA AND
TA-PÊNG FERRY.

175 miles.

17 stages.

Authority.—Captain H. R. Davies, April 1895, Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome—A fairly good mule-road, roughly paved in places.

It ascends the Nam-ting valley for three stages, and then passes over the range to Kêng-ma in stage 6. It then crosses hilly country, descending in stage 11 from the Me-kong watershed (7,250 feet) to the river, which is crossed in stage 13 at Ta-pêng Ferry. It then crosses the watershed bounding the Ching-ku (or Wei-yüan River), through rough, hilly country, covered in places with fir woods, reaching the highest point (6,300 feet) in stage 15 and descending thence to Wei-yüan.

Camping grounds.—Good except at stages 10, 12, 13, and 16, where they are somewhat restricted.

Water—Is rather scarce at stages 7 and 15, but ample elsewhere.

Fodder—Good grazing except at stage 13, where there is none and at stages 7, 8, 11, 12, 14, and 15 where it is fair only.

Supplies.—Small throughout except at stage 6.

No. of stage and total distance.	DETAILS.			
1	TAW-MAWN	...	10 m. 4 f.	} See Route 141, Stages 1 and 2.
10 m. 4 f.				
2	HWE-HPYEN	...	12 m. 4 f.	} See Route 141, Stages 3, 4 and 5.
3 m.				
3	MÊNG-TING	...	8 m.	} See Route 141, Stages 3, 4 and 5.
31 m.				
4	HKOK-LAO	...	12 m. 4 f.	} See Route 141, Stages 3, 4 and 5.
43 m. 4 f.				

ROUTE No. 144—*contd.*

5 CAMP ON TOP OF RANGE. 10 m. From Hkok-lao the road goes up steeply till at about 5 miles it joins the road which goes from Mêng-chien to Kêng-ma. About $\frac{1}{2}$ mile beyond the top a small stream of good water is crossed; here is room to camp and good grass. No village near the road. If necessary to halt in a village the Chinese village of Pang-wan lies $\frac{1}{2}$ to $\frac{3}{4}$ mile to the right of the road at 8 miles.

6 KÊNG-MA ... 7 m. From the camp the road goes steeply down by a paved zig-zag road to a saddle connecting the main ridge with a spur at $1\frac{1}{2}$ miles. From here the descent becomes more gradual, and lower down becomes steep again till the bottom is reached at 3 miles. Two or three small streams are crossed and the road then goes across the Kêng-ma plain for the rest of the way. Town contains 300 houses and five monasteries. Height 3,850 feet.

Camping ground.—Large.

Water.—From several wells and the Nam-hkoi 600 yards off.

Fodder.—Good grazing.

Supplies.—Good. A five-day bazaar.

7 PANG-LONG OR TA-YA-K'OU ... 14 m. General direction east. The road is at first nearly level going over slight undulations in the Kêng-ma plain till the Nam-law is crossed at 5 miles (3,700 feet). From here the road ascends pretty steeply on to a spur, which it follows up by a nearly level road till a height of 4,300 feet is reached at 7 miles. From here the road descends to the Nam-hpyit which is crossed at $8\frac{1}{2}$ miles (3,550 feet). From here there is an ascent steep at first, but afterwards getting more gradual, and finally nearly level through narrow passes with low hills on each side till the Chinese and P'u-man village of Pang-long (called Ta-ya-k'ou by the Chinese) is reached. Height 5,000 feet.

Rivers.—At $\frac{1}{2}$ mile Nam-hkoi, from the left (8 yards by 1 foot) crossed by stone mule-bridge.

At 5 miles Nam-law from the left (8 yards by 8 inches).

At $8\frac{1}{2}$ miles Nam-hpyit from the left (10 yards by 1 foot) in a bed 30 yards wide; rapid current.

Camping ground.—Ample.

Water.—Not very plentiful in April

Fodder.—Fairly good grazing.

8 YA-SAI OR NYA-HSAI ... 12 m. General direction east. The road ascends very steeply at first

86 m. 4 f.

ROUTE No. 144—*contd.*

for a mile to a height of 5,800 feet. From here the road ascends very gradually, level in places, till at 5 miles there is a grass plateau $\frac{1}{2}$ mile each way, a good camping place. From here the road descends past a small Kêng-ma customs guard till a small stream, called the Nam-hin, is crossed at 6 miles. From here there is an ascent, steep at first and then gradual till the top of the range is reached at 8 miles (7,000 feet). From here there is a gradual descent, with occasional bits of nearly level ground to Ya-sai, a Chinese and P'u-man village of 40 houses. Height 6,900 feet.

Camping ground.—Good.

Water.—From two small streams; a bigger stream $\frac{3}{4}$ mile off down the *khud*.

Fodder.—Fair grazing.

9 MÊNG-MÊNG ... 8 m. 2 f. General direction east.

94 m. 6 f.

The road at first descends very gradually down the side of a spur till at 2 miles a steep ascent begins and continues down the spur till level ground is reached at 6 miles. From here the road goes on down a side valley into the Mêng-mêng plain, crosses the Nam-mêng and reaches the town just beyond. Town contains 400 houses and 3 monasteries. Height 3,850 feet.

Rivers.—At 8 miles Nam-mông, from the left, 80 to 100 yards wide, 1 foot deep; sandy bed and moderate current; crossed by foot-bridge.

Camping ground.—Large.

Fodder.—Good grazing, especially on the right bank of the Nam-mêng.

Supplies.—Fairly good.

10 P'O-CHIA-CHAI ... 7 m. 4 f. General direction east.

102 m. 2 f.

The road begins to ascend almost at once on leaving Mêng-mêng and goes steadily up till a height of 5,550 feet is reached at 3 miles. From here the road goes round the end of a spur and is nearly level to the La village of Mêng-wai at $4\frac{1}{2}$ miles. From here there is a steep descent till a stream is crossed at $7\frac{1}{2}$ miles and a slight ascent to the La-hu village of P'o-chia-chai. Height 4,800 feet.

Rivers.—Stream at $7\frac{1}{4}$ miles, from the right (7 yards by 1 foot).

Camping ground.—Not much level ground about the village but camping-ground can be found down by the stream crossed.

Water.—Good.

Fodder.—Good grass.

11 MAN-NUNG ... 10 m. General direction east.

112 m. 2 f.

From P'o-chia-chai the road ascends

ROUTE No. 144—*contd.*

very steeply to the Chinese and La-hu village of P'o-chia-chai. Here room can be found to camp. The ascent goes on but rather less steeply till the top of the range is reached at 3 miles (7,250 feet). From here the road descends very gradually crossing two small streams, and passing the La-hu village of Mi-ch'ao-chai at $5\frac{1}{2}$ miles and Mêng-pyng (also called Hsiao-pa-tzū-chai) at 6 miles. Here a stream is crossed and there is room for a large camp. The road ascends a little and then goes on descending gradually to Man-nung, a Chinese and La-hu village of 40 houses. Height 6,150 feet.

Camping ground.—A good deal of accommodation in two large temples above the town.

Fodder.—Fairly good grazing.

Supplies.—*Bazaar* every five days, and small supplies can be obtained.

12 MAN-PONG ... 13 m. 2 f. General direction east.

125 m. 4 f.

at first, crossing the Man-nung Ho and going down the valley on the left bank to the La-hu village of Nan-tai at $1\frac{1}{2}$ miles. From here the road begins to ascend and turns up a tributary of the Man-nung Ho, passing the Chinese village of Huang-ts'ao-ling at $3\frac{1}{2}$ miles, and reaching the top of the range at 5 miles, 7,300 feet. From here is a descent passing Ying-üing (La-hu) at $6\frac{1}{2}$ miles, and crossing a stream at 7 miles. From here the road ascends a little on to a spur and keeps down this spur for the rest of the way, passing the La-hu village of Kung-kang at $8\frac{1}{2}$ miles, and reaching the bottom at the Shan village of Man-pong. Here is more room to camp than at the ferry village which is $\frac{3}{4}$ mile higher up. Height 2,800 feet. If this march is done in two stages, Ying-üing is a good place to camp.

Rivers.—At starting Man-nung Ho, from the left (8 yards by 1 foot).

Fodder.—Fairly good grazing.

13 KO-TI-T'AN ... 8 m. 6 f. General direction east-north-east. The

134 m. 2 f.

road goes up the right bank of the Me-kong and is nearly level to the Ta-pêng ferry at $\frac{3}{4}$ mile. Here is a small Chinese village with a couple of inns on the right bank. After crossing the Me-kong the road goes up very steeply for $2\frac{1}{2}$ miles, rising from 2,750 feet to 5,300 feet in this distance. From here onward the ascent is much more gradual and is varied by small descents. In the 3rd mile, the road passes to the right of the villages of Man-ô and Hsiao-kai. At Ko-ti-t'an is room to camp and fairly good water, but grass is very scarce. Straw can be bought. Village contains 30 houses. Height 5,650 feet.

ROUTE No. 144—*contd.*

Road through fir woods most of the way. At $\frac{3}{4}$ mile Me-kong, 100 yards wide, strong current, sandy and rocky bed; crossed by one large boat which will hold 12 mules or 15 mule-loads, or 30 men. In 1917 this was the only boat. The passage of the river, which has too strong a current to admit of animals swimming across, is a slow and tedious process for any but small parties. Ferry village on right bank. No camping ground on left bank (Ta-pêng Ferry).

14 MÊNG-KA ... 13 m. General direction east-south-east. Road through fir woods.

147 m. 2 f. From Ko-ti-t'an there is a steep ascent till the top of the range is reached at a height of 6,900 feet at $1\frac{1}{4}$ miles. From here there is a descent to the village of Ta-mo-tao-ho (30 houses) at 5 miles. Here is a good camping ground and water and fairly good grazing, a better halting place than Ko-ti-t'an, but the march from Ta-pêng here is a stiff one, being nearly all uphill. From here there is a little ascent to a height of 6,100 feet, and then begins a long steady descent, passing Hsiao-mo-tao-ho at 9 miles. From here the descent becomes very gradual, and continuous to the town of Mêng-ka, unwalled, 150 houses. On the right bank of the Nam-ka is a Chinese *bazaar*, village of 50 houses. Height 3,750 feet.

Camping ground.—Good; official travellers might also be accommodated in the spacious 'palace' of the friendly Shan *Sawbwa*; or small parties might put up in one of the two fine old Shan Buddhist Monasteries.

Water.—Plentiful and good.

Fuel.—Abundant.

Fodder.—Fairly good grazing.

Supplies.—Small.

15 SA-LA-FANG 11 m. 4 f. General direction north-east. The road goes across the

158 m. 6 f. Mêng-ka plain for $2\frac{1}{2}$ miles, crosses the Ch'en-tung Ho and begins an ascent of a spur through fir wood fairly steep at first and afterwards getting very gradual till the highest point is reached at 9 miles (6,300 feet). From here the road keeps on the ridge going gradually down but with some bits of up hill till Sa-la-fang is reached. The main village is just off the road to the left. Village contains 8 or 10 houses. Height about 5,900 feet.

Rivers.—At starting Nam-ka, from the right (15 yards by 1 foot) in a bed 40 yards wide and Nam-kawn, from the right (6 yards by 6 inches).

At $2\frac{1}{2}$ miles Ch'en-tung Ho from the right (8 yards by 8 inches), in a bed 25 yards wide.

ROUTE No. 144—*contd.*

Camping ground.—Near the road.

Water.—From very small streams and not very good or plentiful in April, but there is no better water to be obtained near.

Fodder.—Fairly good grazing.

16 TA-HAI ... 10 m. General direction east-north-east. The road keeps on top of the ridge and is fairly level, going up and down undulations, all through fir woods. At $4\frac{1}{2}$ miles is the village of P'o-ling-t'an (6 houses) on the right of the road. Here is room to camp and fair grazing, but the water is no better than at Sa-la-fang; just before getting to Ta-hai there is a slight descent through thick jungle. The village is passed at $9\frac{1}{2}$ miles, and here there is room to camp, but in April the water is nearly stagnant. Half a mile beyond the village, just beyond the paddy-plain, another small stream joins in from the left. Height about 4,900 feet.

Camping ground.—A long narrow strip of ground.

Water.—Good.

Fodder.—Good grass.

17 CHING-KU ... 6 m. 4 f. General direction east. The road goes down the Ta-hai stream gradually for a mile, then ascends a little on to the spur, and goes on down the side of the spur, gradually at first and then steeper, till the plain is reached at 5 miles. (Part of the road was broken away by a landslip and could only be used as a footpath, mules having to go round to the left, the road branching off from the camp.) Ching-ku (formerly Wei-yüan) is a walled town containing 50 houses, with suburbs containing 140 more. Height 3,150 feet. Headquarters of a District Magistrate.

Camping ground.—Large.

Water.—The best water is from the Ta-hai Ho, which runs into the Ching-ku (or Wei-yüan River) just to the south of the town.

Fodder.—Good grazing.

Supplies.—Not very large.

ROUTE No. 145.

FROM KUN-LONG FERRY TO TA-HUAN FERRY
ON THE ME-KONG (*via* MÊNG-SUNG).

130 miles.

14 stages.

Authority.—Captain C. H. Turner, March 1900.

Epitome—This is the most direct line of advance from Kun-long Ferry to the important Ta-huan Ferry on the Me-kong.

A fair mule-road, though rocky and steep in places.

Passing up the Nam-ting valley for three stages, the road then strikes east, and crosses a hilly country, for the most part thickly covered with bamboo and tree-jungle, and intersected by numerous streams, fordable in the dry season. The Me-kong watershed (height 7,200 feet) is crossed in stage 13, and the road descends thence, steeply in parts, through jungle-covered country to the Me-kong.

Camping ground.—Except at stage 10, where there is room for 2 battalions, would only accommodate 200 men each, without clearing.

Water.—There is no water for 8 miles in the marches made in stages 7 and 10, otherwise plentiful.

Fodder.—Good grazing.

Supplies.—Very small throughout.

No. of stage and total distance.	DETAILS.	
1	TAW-MAWN ...	10 m. 4 f.
10 m. 4 f.		
2	HWE-HPYEN ...	12 m. 4 f.
23 m.		
[3	MENG-TING ...	8 m.
31 m.		
4	PO-MU ...	10 m. General direction east.
41 m.	(4,000').	The road follows along the edge of the Mêng-ting plain as far as Che-pak village at 3 miles ; here the

} See Route 141.
Stages 1 to 3.

ROUTE No. 145—*contd.*

road turns east-south-east and ascends the hills; at 10 miles the small Shan village of Po-mu is reached.

Camping ground.—There is room for a small camp on the side of the hill near the village.

Supplies.—Nil.

5 NANG-CHANG-CHAI 10 m. A succession of steep
(4,800'). ascents and descents

51 m. over a series of
spurs, the road being very bad and stony. On the top of the pass Cha-shan 8,000 feet, there is a small camping ground for 25 men in a hollow, water being obtained from a small spring; wood is plentiful but grass rather scarce. The road now descends through dense bamboo reed jungle interspersed with small trees, and is very rocky in places. At 8 miles a small stream is crossed, and at 8½ miles a small camping ground is passed. The road now leaves the jungle and descends a long grassy spur to Nang-chang-chai, a Chinese village of 25 houses with several rice-mills.

Camping ground.—The best ground is directly below the village on terraced paddy-fields.

Water.—From the stream 100 feet below on the main road to Kêng-ma.

6 CAMP BELOW TING- 9 m. 6 f. General direction
PA ON THE NAM-TUM. south-east. Leav-

60 m. 6 f. (3,300'). ing the village the
road descends and crosses the stream by a covered wooden bridge. The Kêng-ma road here continues straight on whilst the Ting-pa road branches off to the east and follows the left bank of the stream, through scrub oak jungle with easy descent. At 2½ miles a monastery is passed on the left and the road turns to the right and passes through Hsin-taw, a small Shan village of 12 houses. The road now runs down a broad flat spur covered with terraced paddy-fields. At 3 miles a small road branches off south to Mêng-ko, and at 3½ miles the road crosses a small stream 3,600 feet and leaving the valley ascends the side of the hill by easy gradient through scrub oak jungle. At 4 miles a strip of pine-tree jungle is reached and the road passes over undulating country. At 5¼ miles an old deserted village is passed and at 6 miles the main road between Kêng-ma and Mêng-ka is crossed. The road continues east, but is here only a narrow path covered with rank grass. At 6¾ miles the main road from Kêng-ma to Mêng-sung is reached. From here there is a steady ascent through cultivated country to the top of the ridge 4,200 feet, then a steep descent to Ting-pa village. There is no good camping ground near the village as water is very scarce. The road now descends very steeply to the Nam-tum, here 10 yards wide and 1 foot 6 inches deep. Cross the stream.

ROUTE No. 145—*contd.*

Camping ground.—In the terraced paddy-fields, for 200 men.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

7 MÊNG-SUNG ... 5 m. General direction
south-east. Leaving
camp the road

65 m. 6 f.

ascends steeply to just below the Palaung village of Ho-ku, and then follows the western side of the Nam-hsung valley with steady descent. At $3\frac{1}{2}$ miles the plain is reached and the road crosses old paddy cultivation and swampy ground covered with long grass. At 5 miles Mêng-sung is reached, a small Shan town of about 50 houses with a fine monastery surrounded by a strong brick wall.

Camping ground.—South of the town on level ground above a small stream, room for 200 men.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

8 CAMP ON THE NAM- 10 m. General direction
TUM-LAO. north-east. Leaving
Mêng-sung in a

75 m. 6 f.

north-north-east direction the road crosses the paddy-plain and at $\frac{1}{2}$ mile passes through Man-hpai, a Shan village of 40 houses. From here the road bears north-east and crosses the Nam-hsung at 1 mile just above Wan-lou village. The stream is here about 30 yards wide and 2 feet deep. Crossing the paddy-plain with gentle ascent at 2 miles the road ascends the foot hills and follows steadily up a spur to village (La, 30 houses) at $3\frac{1}{2}$ miles, 4,400 feet.

The road skirts the village and ascends by easy gradient. At 4 miles the ridge is crossed and the road descends a narrow valley. At $4\frac{1}{2}$ miles the Mêng-mêng road turns north up a cultivated valley and at 5 miles ascends the hillside to the east. The road is now more or less level, passing over undulating, cultivated country. At 6 miles there is a steep descent to the broad circular valley below Wang-um village, which is about 2 miles to the north. Crossing the valley, which is destitute of water the road ascends the hillside by easy gradient through open cultivated ground. At $8\frac{1}{2}$ miles there is a steep descent into a narrow valley. This is a hard march as no water is obtainable after crossing the Nam-hsung at 1 mile.

Camping ground.—For 100 men at mile 10 where the Nam-tum-lao issues from a large cave.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

9 PANG-HUNG 9 m. 4 f. General direction
(5,400'). north-east. Leaving
camp the road

85 m. 2 f.

ascends a narrow winding valley, through cultivation and at 2 miles

ROUTE No. 145—*contd.*

crosses the ridge 4,700 feet and descends somewhat steeply into a small well-cultivated valley. At $2\frac{3}{4}$ miles the road to the La village of Tong-lim branches off east-south-east and a road from Kêng-ma joins in from the west. The road now crosses a low spur and drops into a small cultivated valley where 2 battalions could encamp in dry weather on paddy-fields. At $3\frac{1}{2}$ miles Hsiao-hsin-chai, a Chinese village of 20 houses, is passed and the road continues up a bare, undulating valley. At 4 miles the road runs through a narrow gorge and debouches on to a level sparsely cultivated valley. At $5\frac{1}{2}$ miles Wên-lung-chai, a La and Chinese village of 40 houses is passed and the road ascends steeply and crossing over a saddle descends into a broad, well-cultivated valley. At 6 miles there is a steep descent for half a mile and the road then ascends steadily to 7 miles, 5,500 feet. Here there is a good stream of drinking water, and on the hill above a good signalling station could be made communicating with the west, south, and south-east. The road is now level to 8 miles, and then descends.

Camping ground.—At $9\frac{1}{2}$ miles near a small stream on terraced paddy-fields for 100 men.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

10	JUNGLE CAMP	10 m.	General direction
95 m. 2 f.	NORTH OF HO-MÊNG VILLAGE. (5,501').		north-east. Leaving camp the road ascends and crosses

over a spur at $\frac{1}{2}$ mile, 5,800 feet, and descends to Pang-hung, a La-hu village of 30 houses at 1 mile. From here there is a steep descent to the Kuei-ho, a small stream 6 feet wide and 6 inches deep, and then a steep ascent up a narrow, wooded valley to the top of the ridge 6,000 feet at $1\frac{3}{4}$ miles. The road now descends into the Nam-hka valley; at $2\frac{1}{2}$ miles there is a good camping ground on level grassy land by the side of the stream which is here 5 feet by 6 inches. Crossing the stream the road runs up a grassy spur to 5,900 feet and then crosses an undulating country covered with scattered pine-trees. At 5 miles a good signalling station could be established communicating to the east. At $6\frac{1}{2}$ miles there is a steep descent to a narrow valley, where a small camp could be made for 50 men on terraced paddy-fields. The road now ascends the opposite side of the valley to 8 miles; here a road branches off east to Ho-mêng, a La-hu village, 1 mile to the east. The Mêng-mêng road continues north-north-east up the side of the valley and at $8\frac{3}{4}$ miles crosses the spur and descends into a deep narrow valley; a small stream is crossed at 9 miles and the road ascends and crossing another spur enters a broad, cultivated valley. Following the hill side a small camp is reached at 10 miles.

ROUTE No. 145—*contd.*

Camping ground.—For 100 men on old paddy-fields.

Water.—From small stream.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

11 MÊNG-MÊNG ... 8 m. 4 f. General direction east.
(3,800'). Leaving camp the

103 m. 6 f.

road follows along the crest of a narrow spur, with a very broad, cultivated valley to the north and a broken succession of minor spurs and under features to the south. The road ascends steadily to 3 miles through pine-tree jungle, from which point Mêng-mêng is visible in the plain below. The road now descends steadily and is very stony and rough in parts to $6\frac{1}{2}$ miles; here the Mêng-mêng plain, 3,700 feet, is reached and the road passes the Shan village of Na-nam at 7 miles and, turning north, crosses the paddy-fields to Ving-tem (Yin-tien, Chinese), a Chinese settlement of about 80 houses. There are three large monasteries and the Sawbwa's palace in the town where shelter can be obtained in wet weather. There is no water obtainable on this march till the Mêng-mêng plain is reached.

Rivers.—At 8 miles the Nam Mêng is crossed by a foot-bridge: the river is here about 80 yards wide and 1 foot deep flowing through a broad, sandy bed.

Camping ground.—On the right bank of the river for two battalions on a grassy level plain.

Fodder.—Grass plentiful.

Fuel.—Somewhat scarce.

Supplies.—Obtainable.

12 CAMP ON THE 10 m. 2 f. General direction
NAM-WA BELOW south-east.

114 m.

SHUANG HO

VILLAGE, (5,600').

Leaving the town the
road crosses a

stretch of paddy-fields and at 1 mile begins to ascend the hills to the east, winding up the southern side of a narrow valley, covered with scrub jungle. At 3 miles the Nam-wai, a small stream, is crossed and at $3\frac{1}{2}$ miles the top of the spur is reached, 5,400 feet. Crossing the spur the road enters the Nam-wa valley and is practically level to Mêng-wai village, Chinese and La-hu at 4 miles. Just before reaching the village a small stream is crossed which forms the boundary between Mêng-mêng and Chen-pien. The road now turns south and ascends the hill side to 6,100 feet at 7 miles; from this point the crest of the ridge is followed, with gentle ascent: at $9\frac{1}{2}$ miles the road descends to Shuang-ho village 7,100 feet at $9\frac{3}{4}$ miles. From here there is a very steep descent to the Nam-wa stream.

ROUTE No. 145—*contd.*

Camping ground.—For 25 men on the banks.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

13 K'ÊNG-K'UNG 11 m. 4 f. Leaving the camp the
(CHEN-HKA- road crosses the
WNG). (4,250'). Nam-wa (here 8' ×
125 m. 4 f. 6") and ascends steeply for $\frac{1}{2}$ mile to 6,900 feet. From here the
ascent becomes easier to 7,050 feet at 1 mile. At 2 miles Pang-niu,
a small Chinese village of 20 houses, is reached and the road crosses
a stretch of bare, undulating country. At $2\frac{3}{4}$ miles, the water-
parting is crossed and the road follows the southern side of a narrow
valley; at $3\frac{1}{4}$ miles there is a steep descent to a small stream, a tribu-
tary of the Nam-kaw (Tai-shang Ho, Chinese). Here there is room
for 100 men to encamp. At 4 miles the Tai-shang Ho is crossed
and the road passes through Nan-p'i-t'u, a Chinese village of 30
houses, and follows down the left bank of the stream. At $4\frac{1}{2}$ miles
a small iron foundry is passed, and at $4\frac{3}{4}$ miles the Tai-shang Ho is
crossed and recrossed (here 8' × 1"). At 5 miles the valley broadens
out and the road winds along the northern side of a wide, well-
cultivated valley with gentle descent passing below Chiang-nan-
chai at 6 miles. At 7 miles a small camping ground is passed and
at 8 miles another small iron foundry below Pai-yin-chai village.
Here the main valley is left and the road ascends and crosses a wooded
spur and follows the side of a wooded valley. At $9\frac{1}{2}$ miles the road
reaches the top of the ridge which is followed to 10 miles when the
road descends through pine-tree jungle; at 11 miles a small camping
ground in paddy-fields is passed with room for 100 men to encamp.
The road is now level along the spur to K'êng-k'ung at $11\frac{1}{2}$ miles.

Camping ground.—For 50 men near the bazar hut; any larger
party would have to encamp below the town near the bridge over
the Nam-kaw.

14 TA-HUAN FERRY 4 m. 2 f. General direction east
Leaving the town the
road descends and at
129 m. 6 f.
1 mile crosses the Nam-kaw by a covered wooden mule-bridge;
the Nam-kaw is here 20 feet × 1' 6"; the ford is just below the bridge.
The road then ascends passing under Chia-lang-pa village and cross-
ing two small streams reaches the top of the ridge at $2\frac{1}{4}$ miles,
from this point the Mekong is visible in the valley below. The road
now descends steeply through jungle to the ferry at $4\frac{1}{2}$ miles. The
village of Ta-huan is $\frac{1}{2}$ mile south of the ferry. There is one large
ferry boat available for transporting loads. Mules can be swum
across or taken across in the ferry boat, which is 35 feet long and

ROUTE No. 145—*contd.*

3 feet 6 inches broad at the bottom. The ferry is in the District of Lan-ts'ang (formerly Chên-pien).

Camping ground.—There is plenty of room to encamp on the sandy banks of the river on either side when the water is low.

ROUTE No. 146.

FROM KUN-LONG FERRY TO SSŪ-MAO (*viâ* MÊNG
TING AND NAN-PEI FERRY).

253 miles.

25 stages.

Authority.—Captain H. R. Davies, March 1895; Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A fair mule-road throughout. The route ascends the Nam-ting valley for three stages and then bends south, skirting the Burma-China boundary, in Chinese territory. It crosses over hilly country, covered for the most part with jungle, and ascends, steeply in places, to the Salween-Mekong watershed, which is crossed in stage 7 (6,100 feet). Thence it descends gradually, through hilly, jungle-covered, country intersected by several fordable streams and ascends again to the summit of the range bordering the Mekong in stage 14 (height 7,100 feet). Thence it gradually descends through undulating country to the Mekong, which is crossed in stage 17 at Nan-pei Ferry. It ascends the range bordering the Ching-ku (or Wei-yüan River) reaching the summit (5,300 feet) in stage 19. Thence it continues over hilly country to the Ssü-mao plain. In stage 23, the Nan-ka Ho, is impassable after heavy rains.

Between stages 10 and 15 several small Chinese forts are encountered which would present little opposition.

Camping grounds.—Good, except at stages 4, 11, 14, 16 and 20 where accommodation is cramped.

Water.—Is scarce and not good at stages 4, 5, 13, and 24, and scarce *en route* during stage 8.

Fodder.—The grazing is good throughout except at stage 17.

Supplies.—Are only obtainable in small quantities.

No. of stage and total distance.	DETAILS.			
1	TAW-MAWN ...	10 m. 4 f.	See	Route 141. Stage 1.
10 m. 4 f.	2	HWE-HPYEN	12 m. 4 f.	} See Route 141. Stages 2 and 3.
23 m.	3	MENG-TING ...	8 m.	
31 m.				

ROUTE No. 146—*contd.*

4 MAN-HSAK 8 m. 4 f. General direction
south. The road is

39 m. 4 f.

Mêng-ting plain till the village of Pang-awn (five houses) at 1 mile. From here there is a steady ascent through jungle all the way up spur with occasional short stretches of level ground, passing the Shan and La villages of Ta-li (12 houses and a monastery) at 7 miles.

Man-hsak contains 50 houses and a monastery. Height 3,850 feet. The inhabitants call themselves Shans, but look like Las.

Rivers.—At starting Nam-wa from the left (15 yards by 1 foot).

Camping ground.—In the village.

Water.—Very little and a long way off.

Fodder.—Good grass.

5 PANG-MAW ... 8 m. General direction
south. The road

47 m. 4 f.

goes on up the spur to the village of Ho-nawt (Shan and La, three or four houses), at 2 miles. From here it goes down hill steeply off the main spur and crosses the Nam-hkawt at 4 miles. Here a camp might be made by clearing jungle. The road then rises up on to another small spur, then goes down again and crosses the Nam-man at 6 miles. From here there is a pretty steep ascent of 1,500 feet to the village of Pang-maw (100 houses and two monasteries). Height 4,300 feet. The inhabitants call themselves Shans.

Rivers.—At 4 miles Nam-hkawt from the left (6 yards by 1 foot). At 6 miles Nam-man from the left (8 yards by 1 foot).

Camping ground.—Round the villages.

Water.—Is brought into the village by bamboo pipes; water for animals from small streams round.

Fodder.—Good grass.

6 HSI-NGA ... 13 m. 4 f. General direction
south-west. From

61 m.

Pang-maw (4,300

feet) the road goes gradually down the hill-side through cultivated ground for 2 miles, and then turns slightly to the right and goes steeply down to the Nam-kun (2,700 feet) at $2\frac{3}{4}$ miles. From here is a steep ascent till a height of 3,900 feet is reached at $4\frac{3}{4}$ miles. From here it is fairly level till at 5 miles the road from Ho-pang joins in near the La village of Nam-pan, which is left $\frac{1}{2}$ mile on the right. From here the road descends a little to a saddle at 6 miles (3,650 feet), and from there ascends very steeply to a height of 4,700 feet at $7\frac{1}{2}$ miles. At $6\frac{1}{2}$ miles a road goes off to the right front to the La village of Pang-hung, which is left $\frac{1}{4}$ mile on the right. From $7\frac{1}{2}$ miles the road goes down a little to another saddle

ROUTE No. 146—*contd.*

at 8 miles. From here up very steep for $\frac{1}{2}$ a mile, and then more gradually up winding round a hill, and leaving a high peak on the left till the highest point is reached at 10 miles (5,500 feet). From here the road keeps nearly level winding round the hill for another mile and then descends steeply to the Hsi-nga paddy-fields, crossing two or three small streams, and leaving the La village of Hsi-nga (30 houses) $\frac{1}{4}$ mile on the left. Height 4,600 feet.

Rivers.—At $2\frac{1}{2}$ miles Nam-kun from the left (10 yards by 1 foot).

Camping ground.—Plenty of room in the paddy-fields. The best place is on the Nam-pok, a stream 10 feet wide.

Water.—Good.

Fodder.—Good grass.

7	MAN-HPA (IN MÈNG-KO).	11 m. 4 f.	General direction east- south-east. From the camping ground
---	--------------------------	------------	---

72 m. 4 f.
on the Nam-pawk below Hsi-nga there is a steep ascent of 2 miles rising from 4,600 feet to 6,100 feet, at which height the Salween-Mekong watershed is reached. From here there is a descent, steep at first, and afterwards more gradual, crossing two or three small streams till the Lo-lo village of Hkun-kaw (30 houses) is reached at 6 miles (5,300 feet). From here is a steep ascent to the top of a spur which is reached at 7 miles at a height of 6,000 feet. From here there is a descent, steep in places, and gradual in other places, passing the Lo-lo village of Pak-ha (30 houses) at $7\frac{1}{2}$ miles, and reaching a little side valley of the Mêng-ko valley at 11 miles. Half a mile down the valley is the Shan village of Man-hpa (20 houses and a monastery). Height 4,300 feet.

Rivers.—At starting Nam-pok from the left (10 yards by 1 foot).

Camping ground.—In paddy-fields.

Water.—Good.

Fodder.—Good grass.

8	WAN-KANG (IN MÈNG-SUNG).	16 m. 4 f.	General direction north-east. From Man-hpa (4,300 feet)
---	-----------------------------	------------	--

89 m.
the road is level till it crosses the Nam-tum at 1 mile. It then ascends steadily on a spur passing the La village of Man-lêng (50 houses) at $3\frac{1}{2}$ miles and reaching a height of 6,300 feet at $5\frac{1}{4}$ miles. From here the road goes over a bare, undulating country, rocky and open for the most part, or covered with thin jungle. Two La villages are passed, each about a mile from the road, till at $8\frac{1}{2}$ miles (6,400 feet) the road begins to descend, going pretty steeply down a narrow valley at first, then crossing a spur and turning along the

ROUTE No. 146—*contd.*

hill side gradually down with rocky peaks on the left, till the La village of Ho-lak is passed on the right at $11\frac{1}{2}$ miles. From here the descent becomes somewhat more steep, and at $13\frac{1}{2}$ miles the Nam-hsi, a stream 2 yards wide, is crossed. From here the road goes up a very low spur covered with fir trees, and descends very gradually to the Mêng-sung plain, which is about a mile wide. Wan-kang is a Shan village, with 30 houses, and a monastery. Height 3,250 feet. The march is a long one but there is no good halting place half-way owing to want of water. At the Nam-hsi at $13\frac{1}{2}$ miles is room for a large camp, with fair water and grazing.

Rivers.—At 1 mile Nam-tum from the right (15 yards by 3 feet); slow stream; high banks; crossed by plank mule-bridge.

Camping ground.—Large.

Water.—Good.

Fodder.—Fair grass.

Supplies.—Fairly large.

9	CAMP ON NAM- TONG-MI.	12 m.	General direction east- south-east. From Wan-kang (3,250
---	--------------------------	-------	--

101 m. feet), the road crosses the Nam-wa, goes across paddy-fields for $\frac{3}{4}$ mile, and then ascends a spur gradually till a height of 4,400 feet is reached at the La village of Ang-het (120 houses) at 3 miles. From here there is a slight descent and then a very steep, rocky ascent of 700 feet in $\frac{1}{2}$ a mile. After this the ascent becomes more gradual, but is steep in places till a height of 6,000 feet is reached at $6\frac{3}{4}$ miles. The road then goes over bare, undulating country passing the La village of Pan-naw (50 houses) at 10 miles. At 11 miles it begins to descend and reaches the Nam-tong-mi, a stream 4 yards wide, at 12 miles. Height 5,600 feet. The whole of this march is through very bare, open country.

Rivers.—At $\frac{1}{4}$ mile Nam-wa from the right (15 yards by 2 feet).

Camping ground.—On paddy-fields, 200 yards by 50 yards, and there is more room on the slopes round.

Fodder.—Fair grass.

Fuel.—Fair.

10	NAWNG-HPAW OR LUNG-T'AN	10 m. 4 f.	General direction south-east. From the camp on the
----	----------------------------	------------	--

111 m. 4 f. CHAI. Nam-tong-mi, 5,600 feet, the road goes steeply up a spur for 300 or 400 feet, and descends steeply 600 feet to a stream which is crossed at $2\frac{1}{4}$ miles (5,100 feet). From here is a steep ascent to the La village of Ai-shwai at $3\frac{1}{2}$ miles (50 houses); here is a Chinese fort at the other end of the village.

From Ai-shwai (5,800 feet) the road keeps round to the left of a steep hill, which overlooks the fort from the east and then

ROUTE No. 146—*contd.*

descends to a small stream at 5 miles (5,450 feet), and from there ascends steeply to a height of 6,050 feet at $5\frac{3}{4}$ miles. At 6 miles the La village of Pang-pa (50 houses) is passed, and from here is a very steep, zigzagged descent to another small stream at 7 miles (4,600 feet). From here is a steady ascent up and along a bare hillside to the La village of Nawng-hpaw, called Lung-t'an-chai by the Chinese (30 houses). Height 5,850 feet. Room to camp. Water from small streams and from a pond for animals.

11	MÖNG-NYIM-TAÜ (HSIA-MÊNG-YIN).	14 m. 4 f. General direction south-east. From Nawng-hpaw (5,850
----	-----------------------------------	---

126 m. feet) the road goes down hill for a mile and crosses a small stream at a height of 5,400 feet. Then it ascends steeply on another big spur from the main range to the south, and reaches the top of the spur at $3\frac{1}{2}$ miles at 6,700 feet. From here is a descent through jungle, gradual at first, but getting steeper near the bottom till a small stream is crossed at $5\frac{1}{2}$ miles (5,700 feet). From here the road is level for a mile following down the narrow valley of the stream, and turning up and then crossing one of its tributaries. From here there is a fairly gradual ascent on a spur to a height of 6,000 feet at 8 miles. Here is a road to the right to the Chinese Post of Ho-sak or Nam-sak (called Nan-cha by the Chinese), which lies $\frac{1}{2}$ mile off the road. From 8 miles the road goes steadily down a spur through fir-wood, being steep in places till the foot of the hill is reached at 13 miles at the Shan village of Pang-sung, hence $1\frac{1}{2}$ miles over the plain to the town which is built on the end of a low spur and contains 250 houses. Height 3,200 feet.

Camping ground.—One large monastery with accommodation for 150 men.

Fodder.—Fair grazing.

Supplies.—Fairly good.

12	MÖNG-NYIM-NÖ (SHANG-MÊNG-YIN).	6 m. General direction south-south-east. Road nearly level all
----	-----------------------------------	---

132 m. the way. The road crosses the Nam-nyim, and then goes over very low spurs, only ascending 100 or 200 feet, alternating with small streams with paddy cultivation along them. The village of Man-hong (20 houses) is passed at $1\frac{1}{4}$ miles, and Man-lêng (30 houses) at 4 miles. The plain of Möng-nyim-nö is round, about 3 miles in diameter. The town contains 100 houses, inhabited by Shans and Mohammedan Chinese. Large monastery. The Sawbwa lives at Ving-tong 1 mile west of the town. Height 3,350 feet.

Rivers.—At starting Nam-nyim from the right (25 yards by $1\frac{1}{2}$ feet) foot bridge and easy ford.

ROUTE No. 146—*contd.*

Camping ground.—Large.

Water.—Good.

Fodder.—Fairly good grazing.

13 CAMP ON TOP OF 11 m. 2 f. General direction
HILL. south-east. The

143 m. 2 f. road is level for
1¼ miles, and then goes up slightly and follows up a stream, keeping above it on the hillside till at 3 miles it descends a little, crosses the stream at level of 3,600 feet, and ascends steeply up a spur to the village of Nan-wa (Chinese and Lahu, 60 houses), the first bit of which is reached at 4 miles. From here the fort is visible, and the road goes along the hillside and slightly up it through another bit of the village, and reaches the fort at 4¾ miles.

From here the road goes along the hillside nearly level till 7½ miles. From here there is a steep ascent till the top of the range is reached at 9½ miles (6,550 feet). From here a road goes off on the right front to Lun-ts'ang (Hsien) formerly Chên-pien. The route from here is nearly level along the top of the ridge. Height 6,450 feet.

Camping ground.—Ample.

Water.—From two very small streams and not good. The water being bad, it would be better to march on to where a small stream of good water is crossed, 4 miles further on. The march would be a long one, and might be broken by halting a night at Nan-wa.

Fuel.—Plentiful.

14 LA-PA ... 13 m. General direction east.

156 m. 2 f. The road goes along
the undulations of
the ridge, keeping about the same level, through open country with occasional patches of jungle. At 3½ miles it descends a little off the ridge, and crosses two small streams flowing from the left at 4 miles. Here there is grass and plenty of room to camp. The road ascends again on to the ridge and goes on fairly level till there is a short ascent to the highest point reached (7,100 feet) at 6½ miles. Here on the right out of sight is the Lahu village of Wang-fu-yeh. The road still goes on up and down undulations along a spur, keeping about the same level till at 11 miles it turns northwards rounding a high peak, and descends slightly along the hillside. At 12½ miles the main road goes to the right. The Lahu village of La-pa (20 houses) lies ½ a mile off the road to the left. Height 5,800 feet.

Camping ground.—There is a little room at the junction of the roads, and water and grass. At the village not much level ground to camp on.

Water.—Fairly good

ROUTE No. 146—*contd.*

Fodder.—Fair grass.

Supplies.—A little paddy and rice to be got, and the village owns cattle.

15 CH'ÜAN-LO ... 9 m. General direction east-south-east. The road ascends 300 or 165 m. 2 f. 400 feet, and passes the La village of Nan-tai at 2 miles. From here it descends on a spur, very gradually at first, and afterwards more steeply till it crosses the Hei Ho at $5\frac{1}{2}$ miles, at a height of 3,300 feet. From here there is a steep ascent on a bare spur, reaching the top at 7 miles (4,600 feet). From there the town of Ch'üan-lo is visible. The road goes down 400 feet, crosses a stream and ascends slightly to Ch'üan-lo, a town surrounded by a mud wall 15 feet high, and containing 250 houses, situated on bare, sloping ground. Height 4,350 feet.

Rivers.—At $5\frac{1}{2}$ miles Hei Ho from the right (20 yards by $1\frac{1}{2}$ feet); very strong current, said to be unfordable in the rains. There is no bridge, but plenty of trees near from which a temporary bridge might be made.

Camping ground.—Plenty and a large temple near the east gate of the town.

Water.—Good.

Fodder.—Good grass.

Supplies.—Fairly good.

16 NAN-PEI FERRY 10 m. General direction north-east. The road is nearly level for a mile. It then crosses a small stream at 4,000 feet, and ascends to the Chinese village of Man-tung at $2\frac{1}{2}$ miles (4,850 feet). From here there is a descent of 300 feet and then a steep ascent to a height of 5,400 feet at $4\frac{1}{2}$ miles. From here there is still a slight ascent, but much more gradual passing Wan-tien (10 houses) at $4\frac{3}{4}$ miles and reaching the highest point 6,100 feet at 6 miles. From here there is a very steep descent down a spur to Ta-kan or Nan-pei at 10 miles (3,800 feet, 40 houses).

Here there is room to camp round the village; grass is very scarce. The ferry village is 1,000 feet down, $1\frac{1}{2}$ miles off.

Camping ground.—The hillsides are so steep that there is no room for a large camp on either side of the river at the ferry.

17 MAN-HAI ... 6 m. 4 f. General direction north-east. Down steeply to the ferry, where the Mekong is crossed, 2,300 feet, thence steep up hill for $\frac{1}{2}$ mile 181 m. 6 f.

ROUTE No. 146—*contd.*

and afterwards up more gradually to the P'u-man village of Man-hai (12 houses). Height about 4,000 feet.

Water.—From small streams.

Fodder.—Grass not very plentiful. Beyond this there is no good camp till Mêng-lêng is reached, 10 miles further on.

At $1\frac{1}{2}$ miles, at the Nan-pei ferry Mekong river from the left 100 yards wide with a strong current flowing over sandy and rocky bed. One big boat like a punt, which will take six mules or 12 mule-loads, or 20 men. One small boat which will take 8 men. Mules can be swum across in March, but not in the rains.

18	MÊNG-LÊNG	... 10 m.	General direction north-east. From Man-hai (4,000 feet)
----	-----------	-----------	---

191 m. 6 f.
the road goes up a spur gradually at first with a short bit of steep ascent occasionally, till at $4\frac{1}{2}$ miles the road crosses a small stream, and ascends steeply reaching the top of the range at 6 miles (5,200 feet). From here there is a short descent and ascent from one spur on to another till at 7 miles the Mêng-pan plain comes in sight to the north, and Mêng-lêng is visible on the east. From here there is a descent to Mêng-lêng, a mixed Shan and Chinese village of 20 houses. Height 3,800 feet.

Rivers.—At $9\frac{3}{4}$ miles, Nam-pan, from the left, 15 yards wide, and full of stones and rocks, with only 8 inches depth of water in March.

Camping ground.—Plenty of room.

Water.—Good.

Fodder.—Good grass.

19	MÊNG-CHU	... 6 m.	General direction north-east. From Mêng-lêng (3,800 feet)
----	----------	----------	---

197 m. 6 f.
there is a steady ascent till the top of the range is reached at 3 miles (5,300 feet). From here gradual descent to the Mêng-chu plain, which is 2 miles long and $\frac{1}{2}$ mile wide. The town, which contains remnants of an old mud-brick wall, contains 100 houses, and is situated at the foot of the hills on the eastern side of the plain. Height 4,500 feet. The *Sawbwa* (Chinese) for the Chinese Shan States of Mêng-chu and Mêng-pan resides at the latter place, which is 8 miles away to the north-west. (*See Note* at end of Route No. 173).

Supplies.—Fair.

20	CAMP ON THE MA-LAN HO.	... 8 m.	General direction east. For the first 5 miles the road goes over undulating ground, crossing small streams, tributaries of the Ta-k'ai
----	---------------------------	----------	---

205 m. 6 f.

ROUTE No. 146—*contd.*

Ho, and rising 200 or 300 feet between them. At 5 miles the village of T'u-ti-t'ang is passed, and from here there is a descent, steep and rocky at first, afterwards getting gentler and then steeper again towards the end till the Ma-lan Ho is crossed at 8 miles. The nearest village is Ch'ang-liang-tzū, $1\frac{1}{4}$ miles further on. Height 3,150 feet. Road all through fir wood.

Rivers.—At 8 miles Ma-lan Ho from the right (5 yards by a few inches), running in a stony bed 20 yards wide.

Camping ground.—Room for a good camp on paddy-fields and grass.

Water.—Unlimited and good.

Fuel.—Abundant.

Fodder.—Good grass.

Supplies.—Nil.

21 P'A-TIEH ... 11 m. 4 f. General direction
south-east. From the
Ma-lan Ho (3,150

217 m. 2 f.

feet) the road goes up very steeply at first, rising 500 feet in $\frac{1}{2}$ mile, then getting more gradual, passing the village of Ch'ang-liang-tzū at $1\frac{1}{4}$ miles, and reaching the top of the range at 4 miles (4,800 feet). It goes along the top of the ridge for a mile and then descends a little to the Chinese village of P'ing-chang (20 houses, 4,600 feet). Here is room to camp. Fairly good grass and water. Abundant fuel, but very small supplies. From here the road goes up hill for a mile till the top of the range is again reached at 5,000 feet. The road then descends passing the Chinese village of Pai-yün-shan (10 houses) at $7\frac{1}{2}$ miles and reaching the P'u-man village of P'a-tieh at 11 miles. Height 2,500 feet.

Camping ground.—On the right bank of the Ching-ku (formerly Wei-yüan River). Very little room on the left bank.

Water.—Good.

Fodder.—Good grass.

22 TA-SHAN-CHIO ... 8 m. General direction
south-east. After
crossing the Ching-

225 m. 2 f.

ku (formerly Wei-yüan River), the road ascends and crosses a tributary of the Ching-ku (formerly Wei-yüan River), and ascends further to Kun-yang, a P'u-man village of four houses at 2 miles. From here the road turns along the hillside and descends again to the same small stream at 4 miles (3,300 feet). From here the road follows up the bed of the stream and is level till $5\frac{1}{4}$ miles, when it turns off up the valley of another small stream, and reaches another village called Ch'ou-shui-p'ing-chang, which, in spite of its name ("Stinking-Water-Flat-Hollow"), has an excellent supply

ROUTE No. 146—*contd.*

of water from a clear spring a hundred yards or so beyond the village (Chinese, 25—30 houses), at mile $6\frac{1}{2}$. Here is good camping ground in the rice-fields in winter, with ample fuel, good grass and small supplies. From here there is an ascent of 500 feet, the top of the range being reached at 4,000 feet. Half a mile beyond the top is the Chinese village of Ta-shan-chio (10 houses). Height 3,900 feet.

Rivers.—At starting, Ching-ku (formerly Wei-yüan River) from the left 60 yards wide and $1\frac{1}{2}$ feet deep at the ford with a strong current. The river bed, which is sandy and stony, is 150 yards wide, and is filled with water to a considerable depth in the rains. The river is fordable in March to May at the rapid 200 yards above the ferry. There are no boats at this ferry: only one bamboo raft which takes 4 minutes to cross. The approach from the P'a-tich side is very bad. River unfordable in January.

Camping ground.—Large.

Water.—From a small lake.

Fuel.—Ample.

Fodder.—Fairly good grass.

Supplies.—Very small quantity obtainable.

23 LA-SAI ... 8 m. 4 f. General direction
south-east. From

233 m. 6 f. Ta-shan chio (3,900 feet), the road crosses three small spurs without much up or downhill, leaving a steep rocky ridge on the right, till at $3\frac{1}{4}$ miles the Chinese village of Shih-ko-ia (three houses) is reached (3,800 feet). From here there is a steady descent down a spur till the Nan-ka Ho is reached at $5\frac{1}{2}$ miles. The road follows down this stream crossing it several times, passing Ch'in-shui Ho (Chinese, seven houses) at 5 miles till the Nan-ka Ho joins the P'u-erh Ho at 7 miles. Here the latter stream is crossed and the road goes up a small tributary of it by a level road, crossing several times till the Chinese and Shan village of La-sai is reached (15 houses). Height about 3,000 feet.

Rivers.—At $5\frac{1}{4}$ miles Nan-ka Ho crossed several times (18 yards by 6 inches). At 7 miles P'u-erh Ho, from the left (30 yards by 2 feet) strong current running in a sandy and rocky bed 100 yards wide. The stream is impassable after heavy rains and travellers often have to wait several days for the water to go down during the rains.

At $7\frac{1}{2}$ miles La-sai Ho; crossed several times (7 yards by 6 inches).

Camping ground.—Large.

Water.—Apt to be turbid.

ROUTE No. 146—*contd.*

Fuel—Abundant.

N.B.—The 36 miles from Mêng-chu to La-sai can quite well be done in 3 stages, as follows:—

1, P'ing-chang, 13 $\frac{1}{4}$ miles; 2, Ch'ou-shui-p'ing-chang, 12 $\frac{3}{4}$ miles; 3, La-sai, 10 miles.

Fodder—Very good grass.

Supplies.—Very scanty.

24 SAN-KUO-CHUANG. 12 m. 4 f. General direction east
From La-sai (above 3,000 feet) the road
246 m. 2 f.
is level along the stream for $\frac{3}{4}$ mile. It then ascends to Hsiao-hei-ch'in, a Chinese village of 20 houses at 2 $\frac{3}{4}$ miles. From here there is a slight descent to the same stream again and the road is level following up the stream, passing the Shan village of Man-mu (20 houses) at 4 $\frac{1}{4}$ miles. Here is room for a good camp with good grass. At 4 $\frac{1}{4}$ miles the road leaves the stream and goes steeply up a spur, reaching the top at the small village of Kuan-shang at 7 miles (4,000 feet). From here there is a descent to the same stream again which is crossed at 8 miles (3,400 feet). From this point the road climbs steeply—bad going in places—up a prominent spur to its tree-clad summit (close on 5,000 feet), on the far side of which lie the ruins of the Chinese village of La-ku, deserted owing to lack of water. From here the road continues through more open country, by a good and nearly level path along the top of the spur for 2 $\frac{1}{4}$ miles, to a point some 300 feet above the mixed Chinese and P'uman village of San-kuo-chuang (30 to 40 houses), situated in dense bamboo jungle. (Height, 4,500 feet).

Camping ground.—Very restricted.

Water.—Good.

Fuel.—Abundant.

Fodder.—Grazing poor; abundance of bamboo leaves.

Supplies.—Very scanty.

25 SSŪ-MAO ... 6 m. 4 f. General direction east-south-east. Fair mule-road, with
252 m. 6 f.
some steep bits, till the Ssū-mao plain is reached. Last two miles paved, but not very bad going. After a short descent to a small stream the road ascends till mile $\frac{1}{2}$ when it goes steadily down till two streams are crossed at mile 2 (4,200 feet). Here is room for a large camp and plenty of grass and water. From here the road ascend still the top of the range is reached at 3 $\frac{3}{4}$ miles at 4,950 feet. From just beyond the top, Ssū-mao comes in sight. The road descends a little till the plain is reached at 5 miles. Thence the road is level. Height 4,850 feet.

ROUTE No. 146—*contd.*

Ssū-mao is an irregular-shaped town, surrounded by a wall 25 feet high, with a population, mixed Chinese and Ma-hei, numbering between 12,000 and 15,000.

Ssū-mao (and not P'u-êrh, 2 days' journey away to the north) is the Headquarters of the *Taoyin* of the P'u-êrh or Southern Circuit; it is also the Headquarters of the Ssū-mao District Magistrate. There are a Head Office of the Chinese Customs and a Chinese Post Office, outside the South Gate; the Telegraph Office is inside the town, near the *Taoyin's Ya-mên*.

Rivers.—At 2 miles stream from left (3 yards by 6 inches). At 6 miles Ma-en Ho, from the left (10 yards by 2 feet) crossed by stone mule-bridge.

Camping ground.—Near the market outside the south gate is a large open space to camp in, and there are several large temples inside and outside the city, that adjoining the *Taoyin's Ya-mên* giving splendid accommodation.

Water.—From wells.

Fodder.—Fairly good grazing, and a little long grass to be cut.

Fuel.—Plentiful.

Supplies.—Large quantities of all kinds.

ROUTE No. 146a.

FROM MÊNG-KA TO MÊNG-CHU.

30 miles.

2 stages.

Authority.—Mr. A. E. Eastes, Consul, Tengyueh, 1918.*Epitome.*—Connecting link between Route No. 144, Stage 14, and Route No. 146, Stage 19. Fair mule-road, especially the second stage. Practicable for mounted troops.

No. of stage and total distance.	DETAILS.		
1	LIEN-TSUNG- TS'UN.	16 m. 4 f.	General direction south-south-e a s t. Fair mule-road.
16 m. 4 f.	<p data-bbox="272 835 1211 1360">From Mêng-ka the road goes down a little spur and crosses, by a good stone bridge, the stream running through the valley. The next 3 miles are excellent going over grass-land, with one or two swampy places and 2 streams to ford, down the east side of the Mêng-ka valley, passing 3 Shan villages <i>en route</i>. At mile 3½, the road turns eastwards and begins to rise up a long ascent, steep and stony in places, through fir-clad hills, to 5,400 feet at mile 5¾. From the summit of this spur, it makes a descent, at first steep and stony, then more gradual, to mile 8¾, succeeded by a short steep bit, also well-wooded, to mile 10, and another steep descent to mile 11¼, where it crosses a clearing and the Hsiang-shui Ho (30 yards × 1 foot 6 inches). Here ensues another stiff climb for 900 feet to a pine-clad ridge, and the road continues to undulate, passing 2 or 3 Shan and Chinese villages to Lien-tsung-ts'un (or Lien-tsung-chai), a village of some 40 houses, mixed population, in the jurisdiction of the <i>Sawbwa</i> of the Chinese Shan States of Mêng-pan and Mêng-chu. Height 5,200 feet.</p> <p data-bbox="277 1360 1211 1419"><i>Camping ground.</i>—Excellent on a grassy knoll, some 300 feet above the village.</p> <p data-bbox="277 1419 1211 1482"><i>Water.</i>—Very small supply, brought along bamboo troughs, from a tiny spring nearly ½ mile above the village.</p> <p data-bbox="326 1482 524 1507"><i>Fuel.</i>—Ample.</p> <p data-bbox="326 1507 711 1541"><i>Fodder</i>—Excellent grazing.</p> <p data-bbox="326 1541 651 1575"><i>Supplies.</i>—Hardly any.</p>		
2	MÊNG-CHU	... 13 m. 4 f.	General direction south-south-e a s t. Very fair mule-road.
30 m.	<p data-bbox="282 1675 1211 1711">After a long and gradual descent of some 900 feet the road crosses</p>		

ROUTE No. 146a—*contd.*

rice-fields and a stone-bridged stream at mile 2, and then begins a steep ascent, partly paved and in bad condition, to a well-wooded ridge, at the top of which it turns sharp to the left and begins to enter more open country, giving extensive views of the Mêng-pan and Mêng-chu valleys to the south-west and south-east respectively. The timber here is excellent, and has attracted a small colony of skilled Chinese carpenters (chiefly Mahomedans) from Ta-li. After winding along the hill-side, over grass-land and red clay--both excellent going in the dry season--the road begins at mile 9 the long and easy descent down a red clay spur to the Mêng-chu plain, which is reached at mile 12. The last $1\frac{1}{2}$ miles are level across the plain, partly paved, but not in bad condition.

Camping ground.—Fair; excellent accommodation may also be obtained inside the school, formerly the temple of the God of War.

Water.—Good.

Fuel.—Abundant.

Fodder.—Fair grazing.

Supplies —Fair quantities obtainable.

ROUTE No. 147.

FROM TAW-NIO (MA-LI-PA) TO YÜN CHOU (via
CHÊN-K'ANG).

146 miles.

14 stages.

Authority.—Captain H. R. Davies, February 1899,
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—The road is a good mule-road throughout. It runs level over the Taw-nio plain for a stage and then crosses a range 5,000 feet high, bounding the Nam-hpawng, which is crossed by raft ferry in stage 3. It then passes over hilly country to the Mêng-hung plain in stage 5, and after running level for a stage again crosses hilly country, the road being rough and rocky in places. After descending steeply to the Nan-ch'iao Ho in stage 13, the road makes a very steep ascent to 8,200 feet, whence it descends steeply to Yün Chou.

Camp'ng grounds.—Good at stages 1, 2, from stage 5 to stage 10 and at stage 14. Otherwise camp-accommodation is limited.

Water.—Is rather scarce at stages 12 and 13.

Fodder.—Poor grazing except at the first two stages.

Supplies.—Good at stages 8 and 14 only.

No. of stage
and total
distance.

DETAILS.

1	NA-HSANG ... 8 m. 4 f.	General direction north-north-e a s t. A perfectly level road along the Taw-nio plateau. The only village passed is Man- ping (Palaung) at 6 miles. The Chinese boundary is crossed at 7 miles, where a small stream called by the Shans the Nam-taw- kum is crossed by a stone bridge. Na-hsang is a Shan village of 40 houses. Height 3,500 feet.
		<i>Camping ground.</i> —Large, on grass near the bazar sheds.
		<i>Water.</i> —Good.
		<i>Fodder.</i> —Good grass.
		<i>Supplies.</i> —Five-day bazar. Small supplies obtainable.
2	CH'ÜAN-KANG ... 14 m.	General direction east. Road through jungle all the way. Leav- ing the village of Na-hsang, the road crosses the Nam-yang, passes
	22 m. 4 f.	

ROUTE No. 147—*contd.*

the bazar sheds, and ascends very gradually indeed till the top is reached at $2\frac{1}{2}$ miles (3,950 feet). From here there is a long stretch of nearly level ground, the water of which has no outlet. At 6 miles Man-k'a (Chinese) is passed, and the deserted Palaung village of Pang-kaw is left on the left. From 7 miles the road begins to go round the hill-side up and down a little over small spurs, till at $8\frac{1}{2}$ miles a small stream is crossed. From here there is a steady descent on the side of a spur till the La village of Ch'üan-kang (12 houses) is reached. Height 2,450 feet.

Rivers.—At $\frac{1}{4}$ mile, Nam-yang, from the left (7 yards \times 8 inches).

Camping ground.—Round Pang-yi, Ki-tung, and in village.

Fodder.—Good grass.

Supplies.—Very little.

N.B.—The most direct road from Taw-nio to Ch'üan-kang does not pass through Na-hsang, but keeps more to the south through Pang-hsiao-ti, joining the present route at $5\frac{1}{4}$ miles from Na-hsang, a little short of the village of Man-k'a. This road appears to be about 2 miles shorter, but it is said to be difficult for animals, and there is no very convenient camp for the first stage.

3 T'OU-TAO-SHUI ... 6 m. General direction
north-east. Descent
28 m 4 f. for $\frac{1}{4}$ mile to the

Nam-hpawng, which is crossed by ferry; ascent to $\frac{3}{4}$ mile, where there is an alternative road to the right *viâ* Ma-li-p'ing to Shan-t'ou-chai, said to be easier but longer than the present route. The route ascends very steeply from here passing Shan-t'ou-chai (6 houses) at 3 miles (4,500 feet). Here is very little camping ground and water, and no supplies. From here still steeper up till the top of the spur is reached at $3\frac{1}{2}$ miles (5,500 feet). From here very steeply down to Pieh-mang-chai (12 houses) at $4\frac{1}{2}$ miles. Here is good water and camping-room. Height 4,600 feet. From here up-hill to T'ou-tao-shui (20 houses) (Chinese). Height 5,500 feet.

Rivers.—At $\frac{1}{4}$ mile Nam-hpawng, from the left. At ferry 25 yards wide, and deep. Fairly strong current. At 100 yards lower down it is 70 yards wide and flows in a rapid. Crossed by bamboo raft attached to a rope stretched across the river, by which it is pulled across; will hold 6 mule-loads, 15 men, or 2 mules. But mules are easily swum across. Time to load 6 loads, cross, unload and return—12 minutes. Jungle on both banks. Camp might be cleared on left bank within $\frac{1}{4}$ mile by cutting jungle and grass.

Camping ground.—In village or in terraced paddy-fields (150 \times 50 yards).

Water.—From small streams.

Fodder.—Very little grass, but some bamboo leaves.

Supplies.—Small supplies of paddy, straw, rice, chickens, etc.

ROUTE No. 147—*contd.*

4 TS'AI-CHIA-CHAI. ... 11 m. General direction north-east. An ascent to the top of a range which forms the boundary between Kêng-ma and Chên-k'ang at 1 mile (5,850 feet). From here down hill along a spur, passing Yen-chia-chai (6 houses) at $2\frac{1}{2}$ miles. At 4 miles a road to the left front to the Shan village of K'ung-wei. From here the road goes off the spur and descends very steeply to a small stream crossed at $4\frac{1}{2}$ miles (3,600 feet). Up a little and across a small spur till two small streams are crossed at their junction at $5\frac{1}{4}$ miles (3,600 feet). From here steeply up, passing one bit of Lu-tzu-yüan at $5\frac{3}{4}$ miles (4,500 feet), and another bit at $6\frac{1}{4}$ miles (4,850 feet). The top of the spur is reached at $6\frac{3}{4}$ miles (5,000 feet). From here another descent to a stream crossed by a wooden mule-bridge at $7\frac{3}{4}$ miles (4,800 feet). Here is the village of Hsiao-ho-pien on the right. Rather steep for a camp. The road goes up very steeply to the top of another spur at $8\frac{1}{2}$ miles (5,700 feet). Hence down along the side of the hill till a stream is crossed at 10 miles (5,200 feet), and steeply up to Ts'ai-chia-chai (5,800 feet) (70 houses).

Camping grounds.—In temple and between temple and village.

Water.—From small streams.

Fodder.—Very little grass.

Supplies.—Fair supplies of paddy, straw, etc.

5 MÊNG-HUNG (MÖNG-HOM). ... 12 m. General direction north-east. From Ts'ai-chia-chai (5,800 feet) up to the top of a spur at 1 mile (6,400 feet). From here down the side of a spur, gradually at first, and then very steeply till a small stream is crossed at $2\frac{1}{2}$ miles (5,300 feet). From here up again, steeply for the first $\frac{1}{2}$ mile and then more gradually, passing Mei-ti Ho (50 houses) (5,850 feet) at $4\frac{1}{4}$ miles. Here is good water and room for a good camp near the village and below on terraced paddy fields. The road still ascends, and at 6 miles the top of the watershed which divides the Nam-hpawng from the Chên-k'ang river is reached at 6,600 feet. Level till $6\frac{1}{2}$ miles, leaving a detached bit of A-a-shan on the left. Then down-hill to the main village of A-a-shan (6,300 feet). Here there is good camping-room, but the water-supply is small and bad. From here the road goes down hill till a small paddy-plain is reached at $8\frac{1}{4}$ miles (5,600 feet). From here the road is level passing Mêng-mu (100 houses) at $9\frac{1}{2}$ miles. Here is plenty of camping-room. The road rises over slightly elevated ground, and at $10\frac{3}{4}$ miles begins to descend a little very gradually to Mêng-hung (150 houses) (5,400 feet).

Camping grounds.—Large.

Water.—Good.

ROUTE No. 147—*contd.*

Fodder.—No grass.

Supplies.—Fair.

6 TÊ-TANG ... 5 m. 6 f. General direction
north-east. From

57 m. 2 f. Mêng-hung the road is level, following down a plain 2 miles wide. At $\frac{1}{4}$ mile the Mêng-hung stream is crossed, and it is re-crossed at 1 mile and the road then rises on to ground rather above the level of the stream. At 2 miles Hsin-chai is passed. Here the road by the Han-kwai or Ch'i-tao Ho ferries over the Salween of Lug-ling goes off to the left. At 3 miles Ho-noi is passed, and at $4\frac{3}{4}$ miles Man-kang. Tê-tang is a Chinese and La village just off the road to the left. This is a short stage, but there is no good camp half-way between Mêng-hung and Chên-k'ang.

N.B.—This town (and not the unhealthy town of Chên-k'ang, a stage further on) is the Headquarters of the Chên-k'ang District Magistrate. It is unwall'd, and contains some 100 houses, mostly Chinese; there is a Post Office in the town.

Rivers.—At $\frac{1}{4}$ mile and 1 mile Mêng-hung stream (7 yards \times 8 inches), crossed by stone bridges.

Camping grounds.—Large.

Water.—Good.

Fuel.—Ample.

Fodder.—Fair grazing.

Supplies.—Fair.

7 CHEN-K'ANG 12 m. 6 f. General direction
 (MÖNG-CHENG). north-east. The

70 m.

going down the Mêng-hung plain passing Lan-pa at $1\frac{3}{4}$ miles. At $2\frac{3}{4}$ miles a road goes off to the left to Hsiao-mêng-t'ung (Möng-hwang). At 3 miles the road begins to go over two spurs, reaching the top of the second one at $4\frac{1}{4}$ miles (5,100 feet). From here it is fairly level for some way and then descends, passing Pa-chiao-shui (7 houses) at $5\frac{1}{4}$ miles, and crossing a small stream at $6\frac{3}{4}$ miles (4,000 feet). From here is a steep ascent to the top of a spur at $7\frac{1}{4}$ miles (4,600 feet). From here nearly level through fir woods till $8\frac{1}{2}$ miles. From here (4,500 feet) there is a descent, gradual at first and steeper afterwards, till the Chên-k'ang plain is reached at the village of Na-waw at $11\frac{1}{4}$ miles (2,900 feet). From here across a paddy plain crossing the Mêng-hung stream, till the town of Chên-k'ang, called Möng-cheng by the Shans, is reached. Height 2,950 feet (30 to 40 hovels).

The ruins of the palace of the former *Sawbwa* of the Chinese Shan State of Chên-k'ang, with two magnificent stone lions and a few

ROUTE No. 147—*contd.*

remaining fine glazed tiles, shew that Chên-k'ang must, not very many years ago, have been a town of some importance. The *Sawbwa* was, however, dispossessed early in the present century, in conformity with the policy of the famous Manchu Viceroy of Yünnan, Hsi Liang, for the gradual introduction of direct Chinese control over the Chinese Shan States. This fact and the excessive malarial unhealthiness of the locality have resulted in its downfall, and in 1917 it was merely a small collection of wretched hovels, inhabited chiefly by impoverished Shans, with a few miserable-looking Chinese.

Rivers.—At mile $11\frac{1}{2}$, Mêng-hung, from the right (18 yards by 1 foot to 1 foot 6 inches), fairly strong current and stony bed. Crossed by wooden foot-bridge and ford, easy in the dry season.

Camping grounds.—Large; best about 200 yards beyond a ruined temple outside the village.

Water.—Good, from stream near by.

Fuel.—Fair supply.

Fodder.—Grazing poor.

Supplies.—Very scanty.

8	MÊNG-TI	...	9 m.	General direction north-east. Up the plain to the village
---	---------	-----	------	---

79 m.
of Na-hkeng at $\frac{3}{4}$ mile, then turns across the Nam-ka-valley, crossing the Nam-ka at 1 mile. At $1\frac{1}{4}$ miles Man-mawn is passed, and from here there is a very gradual ascent till the top of a spur is reached at 3 miles (3,300 feet). From here gradually down to a dry *nala*, which is followed down from 4 miles to $5\frac{1}{2}$ miles, where a plain 300 yards wide, is crossed and the village of Lap-hsing or Sha-kou (40 houses) is passed on the right. Here is a good camp and water (2,700 feet). From here two more low spurs are crossed, and there is a slight descent to the Shan village of Mêng-ti (40 houses). Height 2,600 feet.

Rivers.—At 1 mile Nam-ka from the right (10 yards \times 1 foot) in a bed 50 yards wide. Foot-bridge and easy ford. Strong current stony bottom.

Camping grounds.—Large.

Water.—Good.

Supplies.—Fairly good.

9	SHAN-KAI	...	10 m.	General direction east north-east. This road crosses the
---	----------	-----	-------	--

89 m.
plain and then turns up it, leaving the village of Man-ch'i $\frac{1}{2}$ mile on the right at $1\frac{1}{4}$ miles. From here it ascends, fairly steep, till 3,800 feet is reached at $2\frac{3}{4}$ miles. From here the road goes round the hillside nearly level till at $3\frac{1}{2}$ miles it begins to go up a spur.

ROUTE No. 147—*contd.*

It continues up this spur the whole of the rest of the way by a hardly perceptible ascent passing Ts'ao-chia-chai (15 houses) at 7 miles and Ya-ling-kai (6 houses) at $8\frac{3}{4}$ miles. At 8 miles is a road to the right front leading to Yün Chou, without passing through Hsi-la, but it is said to be very difficult for loaded animals. Shan-kai is a *bazar* village of 20 houses, inhabited chiefly by S-ü-ch'uanese. Height 4,650 feet.

Rivers.—At $\frac{1}{4}$ mile Nam-ti, from the right, crossed in two branches, the first (7 yards \times 4 inches), the second (10 yards \times 9 inches), in a shallow bed 80 yards wide.

Camping ground.—A small temple and good site on a ridge.

Water.—From a small spring close by or from a good stream, $\frac{1}{2}$ mile off down hill to the east. To camp near the water it would be necessary to go $1\frac{1}{4}$ miles further on in the direction of Hsi-la. Here is a camp in paddy-fields, $\frac{1}{4}$ mile long and 100 yards wide with good water and fair grazing, but no village very near.

Fodder.—Fairly good grazing.

Supplies.—Small.

10 HSI-LA ... 8 m. 6 f. General direction
north-north-e a s t.

97 m. 6 f.

From Shan-kai the road goes down to a little paddy-plain, where a small stream is crossed at $1\frac{1}{4}$ miles (3,900 feet). Here is a good camping ground. From here nearly level till $1\frac{3}{4}$ miles, whence there is a rise to 4,200 feet at $2\frac{1}{4}$ miles. Nearly level till 3 miles. Then gradually down till 3,250 feet is reached at 5 miles. A small stream is crossed and the road goes up to 3,550 feet at $5\frac{1}{2}$ miles. Then gradually down to 3,300 feet at 6 miles and up to 3,650 feet at $6\frac{1}{4}$ miles. From here level till $7\frac{1}{4}$ miles and down to 3,400 feet at 8 miles, where a small stream is crossed. Thence over a very low spur and down to the Hsi-la paddy-plain, which is 300 yards across, with a small stream running down it. On the other side of this is one bit of Hsi-la (20 houses) called Lao-kai or the Old *Bazar* at $8\frac{3}{4}$ miles. The New *Bazar* is a little further on rising ground. Height 3,500 feet.

Camping ground.—Large.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Small.

11 TA-LI-SSÜ ... 14 m. General direction east.

111 m. 6 f.

The road from Hsi-la (Lao-kai) goes up the paddy-plain for $\frac{3}{4}$ mile, then begins to ascend very gradually through jungle, passing Ta-chai (8 houses) at 1 mile. At 4 miles the main road from Ying-p'an-kai to Yün Chou is struck, and,

ROUTE No. 147—*contd.*

just beyond the village of Li-mi-chia is passed (6 houses) (4,650 feet). From here there is a steep ascent to $4\frac{1}{2}$ miles, and then again very gradual along the hillside, passing Man-liu (12 houses) at 6 miles (5,600 feet), and reaching 6,000 feet at $8\frac{1}{4}$ miles. Here the road turns to the left through a narrow gorge with almost unscaleable hills on each side, till at $8\frac{3}{4}$ miles a small stream is crossed, and the road comes out into a paddy-plain (300 yards by 150 yards). Here is a good camping ground, but no village very near. After crossing this plain the road rises gradually at first, and then steeply till the top of the range is reached at 11 miles (6,600 feet). From here down steeply by a rocky road, passing T'ou-tao-shui (6 houses) at $11\frac{1}{4}$ miles (6,300 feet), going through a narrow gorge at $11\frac{3}{4}$ miles, and coming out of it at 12 miles into the head of a valley. From here the road is rather rocky, but nearly level, leading round the hillside to Ta-li-ssu (30 houses). Height 5,950 feet.

Camping ground.—Fair in terraced fields and in temple.

Water.—From two small streams. A larger one $\frac{1}{2}$ mile off down in the valley.

Fodder.—Not much grazing.

Supplies.—Very little.

12 SUNG-SHAN ... 11 m. 6 f. General direction east.

123 m. 4 f.

The road goes along the hillside, getting gradually lower. At $1\frac{1}{4}$ miles Ya-k'ou-kai is passed $\frac{1}{2}$ mile off on the right. A road goes off to the right through it, said to lead to Mien-ning. The route continues gradually down, passing Nan-ni-t'ang (1 house) at $2\frac{3}{4}$ miles, and reaching the bottom of the valley and crossing the Ya-lang Ho at $3\frac{3}{4}$ miles (4,500 feet). Here is a paddy-plain ($\frac{1}{2}$ mile by 200 yards); a good camping-ground, but no village near. The road goes along the plain, and then rises a little and follows down the river, till at $6\frac{1}{4}$ miles (4,400 feet) the road leaves the river and goes up a spur through fir woods, steeply till $6\frac{3}{4}$ miles, and then more gradually, reaching 5,600 feet at $7\frac{1}{2}$ miles, and 6,000 feet at $8\frac{1}{2}$ miles. At 11 miles the main road to Yün Chou goes straight on. There is no water close here, and to get a good camp in a village it is necessary to go $\frac{3}{4}$ mile off the road to Sung-shan (6 houses here and a few more further on). Height 6,300 feet.

Rivers.—At $3\frac{3}{4}$ miles Ya-lang Ho from the right (25 yards \times 15 inches) fairly strong current; stony bottom.

Camping ground.—In terraced fields.

Water.—From two small streams, and a larger supply $\frac{1}{2}$ mile off to the south at the bottom of the valley.

Fodder.—A little grazing.

Supplies.—Small.

ROUTE No. 147—*contd.*

13 PA-PAO-SHAN ... 9 m. General direction east

Back $\frac{1}{2}$ mile towards the main road which was left in the last stage, then turn off to the right and, cutting off a corner, join the main road at 2 miles. At $1\frac{3}{4}$ miles begin to descend, steep in some places and gradual in others, till the bottom is reached at $4\frac{1}{2}$ miles (4,200 feet). Level from here till the Yün Chou river is crossed at 5 miles (4,100 feet). Here is room to camp on paddy-ground ($\frac{1}{4}$ mile by 100 yards). From here up steeply to $5\frac{1}{2}$ miles, and then more gradually to Li-ma-hsi (20 houses and temple) at $6\frac{1}{2}$ miles (4,900 feet). Here is plenty of camping room. From here up steep to 6,000 feet at $7\frac{1}{2}$ miles. From here onwards nearly level to Pa-pao-shan (6,050 feet) which lies $\frac{1}{4}$ mile below the road to the left (15 houses).

Rivers.—At 5 miles Yün Chou river, (Nan-ch'iao Ho) from the left (30 to 50 yards by 4 or 5 feet); strong current; stony bottom. Crossed by cantilever wooden mule-bridge called Ta-ch'iao, 32 yards long, 6 feet wide. Stone piers at each end.

Camping ground.—In terraced fields.

Water.—From very small stream. Bigger stream at bottom of valley $\frac{1}{2}$ mile off.

Supplies.—Small.

14 YÜN CHOU ... 14 m. General direction east-north-east. From

the village of Pa-pao-shan the road goes up along the hill side, passing Lao-ch'êng (10 houses) at $\frac{1}{2}$ mile, and striking into the main road at 1 mile (6,600 feet). From here steadily up hill. At $3\frac{1}{4}$ miles, a road to the left front to Shun-ning. The top of the range is reached at $3\frac{3}{4}$ miles at a height of 8,200 feet. From here nearly level till $4\frac{1}{4}$ miles. Thence down hill, pretty steeply at first and then more gradually, reaching 6,600 feet at 8 miles and 5,200 feet at 10 miles. From here a steep zigzag path down to the bottom of the hill (4,200 feet) at $10\frac{3}{4}$ miles. Here a small stream is passed and the village of Tang-têng-ch'iao. From here the road is level, passing through the scattered village of P'ing-chang, and entering Yün Chou by the west gate. Town surrounded by soft brick wall; contains 600 houses. Height 3,700 feet.

Rivers.—At $10\frac{3}{4}$ miles stream from left (8 yards \times 1 foot).

Camping grounds.—Good.

Water.—Good.

Fodder.—Very little grass.

Supplies.—Large

ROUTE No. 147(a.)

FROM CHÊN-K'ANG TO CHÊ-PI.

65 $\frac{1}{4}$ miles.

5 stages.

Authority.—Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A very difficult connection between Route No. 147, Stage 7, and Route No. 141, Stage 11. Contains a large number of steep ascents and descents, partly through thick jungle, which would probably require a good deal of cutting in places. Not a proper caravan-route at all, and very trying for pack-animals; hardly practicable for mounted troops.

No. of stage and total distance.	DETAILS.	
1	PAN-K'A	13 m. 4 f. General direction east. Bad mule-track, with several steep and rough places.
<p>13 m. 4 f.</p> <p>From Chên-k'ang the track proceeds up in an easterly direction, rising gently at first through thick undergrowth, passing two small Kachin villages <i>en route</i> to a pine-clad ridge (3,700 feet) at mile $2\frac{1}{2}$. After winding about along the top, the track makes a sudden drop of 600 feet in less than $\frac{3}{4}$ mile, almost precipitous in places, to the left bank of a stream (15 feet \times 1 foot); this is followed by a rough undulating path for $1\frac{1}{2}$ miles and then forded at a small open plain, at the far end of which (mile $7\frac{1}{2}$) the road commences a long steady climb of 2,500 feet by a fair road through bamboo jungle to mile $10\frac{1}{2}$; after a short bit of gentler ascent, the road goes more steeply over red clay to a narrow neck, $\frac{1}{2}$ mile beyond which lies the poor village of Pan-k'a, perched up in bamboo thickets on a hillside. Height 6,900 feet.</p> <p><i>Camping ground.</i>—Very little level space.</p> <p><i>Water.</i>—Not very good or plentiful.</p> <p><i>Fuel.</i>—Abundant.</p> <p><i>Fodder.</i>—Good grazing, on steep hillsides.</p> <p><i>Supplies.</i>—Very meagre.</p>		
2	MAN-LUNG	11 m. 4 f. General direction north-east. The path, which at first is very fair, winds round by fairly easy ascent to the head of the gully above Pan-k'a (mile $1\frac{3}{4}$; height 7,800 feet), then after crossing a ridge it descends steeply to a small rice-field clearing, and after meandering along swampy <i>bunds</i> starts a terrific climb of close on

ROUTE No. 147(a)—*contd.*

4,000 feet, the first 700 feet of which are on a gradient of almost 1 in 3 in places, to the top of the watershed standing back above the north-west bank of the river Namting (mile $5\frac{1}{2}$; height 11,400 feet); even at this height the path is overgrown at first with a thick tangle of thorn-bushes, which may require cutting. From this point the road makes a long and easier descent of 3,500 feet to a junction of two streams, both of which are forded. It then ascends, not very steeply, a long ridge to the small Chinese village of Man-lung (15 houses; height 8,400 feet).

Camping ground.—Delightful, in dry weather, in a flat grassy hollow, 200 feet \times 100 feet.

Water.—Fair.

Fuel.—Abundant.

Fodder.—Good grazing.

Supplies.—Very scanty.

3 HU-P'O ... 15 m. 4 f. General direction
south-east. Fair
40 m. 4 f. mule-road, steep in

places. From Man-lung the road proceeds first of all in a north-easterly direction by a good nearly level mule-track along the hillside for $2\frac{1}{2}$ miles, then descends somewhat steeply by a well-wooded path for 1,500 feet to a small basin in the hills, and after fording a rocky stream (20 feet \times $1\frac{1}{2}$ feet) makes a corresponding ascent almost at right angles (south-east) to another ridge. From here it descends by a steep zig-zag path, to a mountain torrent, crossed by a good stone bridge just below a clear pool. From here the country is more open, and there are five miles of good going, passing 3 villages (one of them Lo-lo) to another ridge at mile $12\frac{1}{2}$. Then ensues a long steady descent for the last 3 miles to the Shan village of Hu-p'o (60 houses; height 7,000 feet), set in dense clumps of bamboos on red clay soil.

Camping ground.—Very restricted on a wind-swept spur projecting beyond the village.

Water.—Good.

Fuel.—Ample.

Fodder.—Very poor grazing.

Supplies.—No large quantity obtainable.

4 MAN-LAI ... 11 m. 6 f. General direction east
south-east. Fair
52 m. 2 f. mule-road, with one

very steep descent. From Hu-p'o the path continues easily down the right hand side of a spur for $1\frac{1}{2}$ mile. It then ascends on to the edge of the spur, crosses it and continues more steeply down the other side to 4,500 feet, where rice-fields are crossed and the path

ROUTE No. 147(a)—*contd.*

is swampy. From this point the track is very overgrown, and considerable clearing might be necessary for pack-animals. Bending back to the left, the track winds along the lower edge of the lofty Salween-Namting divide, and then, after a very steep descent of 500 feet, partly rocky, in little over $\frac{1}{2}$ mile, rises steeply up a bank of red clay, and reaches the Shan village of Man-lai, which is set in a bamboo-clad hollow fronting a magnificent view of the ranges along the south-east bank of the river Namting.

Camping ground.—Very restricted.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Very fair grazing.

Supplies.—Small.

5	CHÊ-PI	... 13 m.	General direction south-east. Difficult mule-road, hardly practicable for mounted troops.
---	--------	-----------	--

65 m. 2 f.

From Man-lai the track goes gently down a ridge of red clay—very slippery in wet weather—for 600 feet to a series of terraced rice-fields; after a short steep descent by a badly-paved stone road, a swiftly flowing mountain-stream from the left (15 feet \times $1\frac{1}{2}$ feet) is forded and the road goes along an excellent stretch (somewhat swampy in places in the wet weather) of $1\frac{1}{2}$ miles above a succession of rice-fields till it descends through thick jungle to the right bank of the river Namting (50 yards \times $2\frac{1}{2}$ feet to 3 feet), just fordable here during the dry season. (In the rains rafts could easily be built from the dense bamboos near by.) The Namting at this point (height 2,400 feet) forms the boundary between the District of Chên-k'ang and the Chinese Shan State of Kêng-ma. After fording the river, the road ascends in a north-easterly direction, a long climb of over 3,000 feet, steep and slippery in places during the rains, to a small Shan village with a guard-post at the crest of the ridge (mile 8; height 5,700 feet). Here the track turns sharp to the right, and proceeds nearly level for some $2\frac{1}{2}$ to 3 miles along a hair-raising path in red clay, not more than 14 inches broad and frightfully slippery in the rains, with a sheer drop of anything from 600 feet to 800 feet on the left-hand side, to mile 11, where it meets the crest of the ridge, and descends along it, by a deeply scoured-out red clay path, for the last $1\frac{3}{4}$ miles, to the Shan village of Chê-pai (height 3,400 feet).

Camping ground, etc.—See Route No. 141, Stage 11.

ROUTE No. 148.

FROM PANG-SANG ON THE NAM-HKA (BRITISH SHAN STATES) TO SSÜ-MAO.

About 160 miles.

16 stages.

Authority.—Captain C. H. Turner, April 1901, to Lang. ts'an (Hsien), F. Carey, Esq., Maritime Customs to Ssu-mao, 1899.

Epitome.—This forms part of a possible alternative route from Mandalay to Ssü-mao. A very good mule-road for first four stages, thereafter fair.

In stage five the route leaves the level and traverses undulating country, partly jungle-covered and partly cultivated. The Mekong River is crossed in stage 11 at Chiang-pien ferry. Thence the country is for the most part bare and hilly.

Camping grounds.—Good up to stage 6, poor accommodation at stage 7.

Water.—Good.

From there on, no details as to camps, water, etc.

The route, however, is constantly used by small caravans.

No. of stage and total distance.	DETAILS.		
1	PANG-HSAW	... 7 m.	} The first four stages are very easy marches present- ing no obstacle. <i>Supplies</i> plentiful.
7 m.	PADDY-FIELDS.		
2	MENG-MA	... 7 m. 6 f.	
14 m. 6 f.			
3	AW-KOP	... 10 m. 2 f.	
25 m.			}
4	MONG-LEM (MENG LIEN).	... 6 m.	
31 m.			
5	NANG-NU (3,830')	... 13 m.	General direction north-east.
44 m.			Leaving the town,

ROUTE No. 148—*contd.*

the Nam-lem is crossed by a wooden bridge now in bad repair; mules have to cross by ford just below the bridge; the road crosses the paddy-fields to the *bazar* village of Ho-kat and then winds across the paddy-plain to Wang-kat village at $1\frac{3}{4}$ miles and then along the side of the paddy-plain passing Keng-mau village at 2 miles and Wan-yang at $3\frac{1}{4}$ miles, both large Shan villages; at $4\frac{1}{4}$ miles Kyoon-nu village is reached; here a good camp could be made near the village.

At 5 miles the Möng-Lem plain is left and the road crosses over a small saddle below Ho-la village. Here there is also plenty of good camping ground in terraced paddy-fields. The road now follows up a narrow valley to $6\frac{1}{2}$ miles when it enters undulating country covered with tree-jungle. At 8 miles a good camp can be made in jungle by the side of a stream under large trees. At $8\frac{1}{2}$ miles the road crosses a small paddy valley below Man-ping, a small Shan village of 30 houses, and then ascends by easy gradient over jungle-clad, undulating country to the top of the ridge at $11\frac{1}{2}$ miles, 4,200 feet. From here there is a steady descent through old cultivation to Nang-nu village at 13 miles.

Camping ground.—To the north and east of village in paddy-fields.

Water.—From stream.

Fodder.—Grass plentiful.

Fuel.—Plentiful.

Supplies.—In small quantities obtainable.

6	MÈNG-PING	... 13 m.	General direction
(3,350').			north-east.

57 m. The road follows up the paddy-fields for 1 mile and then ascends a long spur covered with scrub jungle and long grass.

At $2\frac{3}{4}$ miles the top of the spur is reached (4,650 feet), and the road winds along the bridge passing above Ta-ko, an Ako village, at 3 miles. At 4 miles the road descends steep gradient, and at 5 miles passes a small camping ground by the side of a small stream; the road now winds down a narrow paddy valley to $6\frac{3}{4}$ miles, and then follows the bank of a small stream; the road is here very rough and swampy in places. At $7\frac{1}{4}$ miles the Tung-tang-ho, 18 feet by 6 inches, is reached; here there is a good camping ground for 300 men on the right bank of the stream. After crossing the stream the road ascends by steady gradient to top of ridge at $7\frac{1}{2}$ miles, 3,650 feet and then descends steep gradient to the Nam-lang stream, the right bank of which is followed through tree-jungle. At $8\frac{1}{2}$ miles there is room for 200 men to encamp; the Nam-lang flows through a narrow gorge and the road is merely a narrow track on the steep face of the valley, with only just room for loaded mules.

ROUTE No. 148—*contd.*

At $11\frac{3}{4}$ the Mêng-ping valley is entered, and Mêng-ping itself is reached at 13 miles.

Camping ground.—A good camp can be made anywhere in the valley.

Water.—Good.

Fodder.—Grass plentiful.

7 LAN-TS'ANG ... 10 m. 6 f. General direction
(HSIEN). north-east.

67 m. 6 f. Leaving Mêng-ping the road crosses a low wooded spur and then crosses the Nam-lang 20 feet \times 1 foot at $\frac{1}{2}$ mile. At $1\frac{1}{2}$ miles the Nam-ping-hsiao-ho, a tributary of the Nam-lang, is crossed and the road ascends by steady gradient through tree-jungle to the top of the spur at 3 miles, 4,250 feet. This ridge forms the boundary between Mêng-lang and Mêng-ping. The road now descends by a well-graded road to the Mêng-lang valley at $5\frac{1}{2}$ miles, here the Yai-shui-t'ang, 20 feet by 6 inches, is crossed, and the road crosses the paddy plain to Mêng-lang valley at 6 miles. The road now crosses some paddy-fields and passes through the Chinese village. At $6\frac{3}{4}$ miles Ta-tien village and at $7\frac{1}{4}$ miles the Ta-tien-ho (6 feet \times 6 inches) where good camp for 100 men could be formed. At $7\frac{3}{4}$ miles small stream, then ascent to ridge at 9 miles (4,650 feet). At $9\frac{1}{2}$ miles road enters the Lan-ts'ang valley, and descends by an easy gradient.

Lan-ts'ang (Hsien) is the Headquarters of the Magistrate for the District of Lan-ts'ang (formerly Chên-pien).

Camping ground.—At $10\frac{1}{2}$ miles for 150 men.

Water.—From a small stream.

From here there is a main trade-route to Ssü-mao.

8 SHANG-CHING- 10 m. 6 f. General direction east.
CHANG. Road passable for

78 m. 4 f. mules. The road skirts the hillside, passing through opium cultivation and crossing many small streams.

9 NAN-MA-CHAI 14 m. 2 f. General direction east.
Passable for mules.

92 m. 6 f. From the camp the road descends to Hsia-ching-chang (2 miles) and now descends steeply to the Hei Ho. Hence the road ascends steeply past Li-hsien-chai 6 miles and Chang-wa-chai to the camp.

10 TA-YA-K'OU ... 6 m. General direction east.
Passable for mules.

98 m 6 f. The road goes up

ROUTE No. 148—*contd.*

and down hill to Shih-tê-tzü and then ascends steeply to the camp. There is a market here every six days.

11 CHIANG-PIEN 9 m. 4 f. General direction east-north-east. Passable for mules. The road passes through two small villages, and then leaves Pu-mêng on the right. The road then gradually descends down bare hills covered with vegetation and split up by many small gullies to Tai-hsieh-chang $1\frac{1}{4}$ miles. The road continues descending to Chui-tsai at $2\frac{1}{2}$ miles and to the Mekong. Chiangpien contains a few houses, a *li-kin* and salt shop, and stands on the left bank. There are a few ferry huts on the right bank. Height of ferry 2,250 feet.

The river Mekong is about 150 yards wide from bank to bank, flowing between hills 4,000 to 5,000 feet high on either side. The current is fairly rapid. Mules are ferried across.

12 MAN-PAN ... 11 m. 4 f. General direction north-east. Passable for mules. The road ascends steeply to No-cha $3\frac{1}{2}$ miles through wooded country, and then continues level for some distance winding round the hill-side. After a descent and ascent of 200 feet the road reaches Hsi-yao-tzu at $8\frac{1}{4}$ miles. It then descends to a small stream beyond which is the village. At Man-pan a road branches north *via* Mông-hai and Chên-k'ung to Ching-ku (Hsien) (formerly Wei-yüan).

13 LUNG-T'ANG ... 8 m. General direction north-east. Passable for mules. The road ascends the valley overlooking the small stream, reaching Chia-shang at 3 miles, and reaching the summit descends to Hsiao-hsin-chai at $4\frac{1}{4}$ miles. It then descends through bare hills with little cultivation to Lung-tan, the residence of a *T'u-ssu*.

14 HSÜ-TZÜ-CHAI 9 m. 6 f. General direction east. Passable for mules. The road ascends from the village to Kuan-fang $4\frac{1}{4}$ miles, just before reaching which a road goes off south to Chên-k'ung ferry, a favourite route for cotton traders. The road then descends between granite cliffs past Kao-ch'ien-chê, $8\frac{1}{4}$ miles to the camp.

15 CHENG-WAN ... 13 m. 6 f. General direction east. Passable for mules. The road passes over several small ranges, containing no villages, and then round

ROUTE No. 148—*contd.*

several cultivated hills, descending past T'ao-tzü-shu at 8 miles to the Ssü-mao plain, at the entrance to which is the village.

16 SSÜ-MAO ... 8 m. 6 f. General direction east.
 160 m. Good mule-road.
 The road leads
 across the plain to the town. (See Route No. 146, Stage 25.)

ROUTE No. 149.

FROM PANG-NAW-CHAI TO LAN-TS'ANG (HSIEN)
(FORMERLY CHÊN-PIËN).

21 miles.

2 stages.

Authority.—Captain C. H. Turner, April 1901.

Epitome.—A small branch route from Lan-ts'ang (Hsien).
A fair mule-road, but narrow and rocky in places.

Camping grounds.—Small.

Supplies.—None.

No. of stage and total distance.	DETAILS.		
1	JUNGLE CAMP (5,250').	10 m. 2 f.	General direction south-east.
10 m. 2 f.	<p>Leaving Pang-naw-chai, the road runs east down a spur and crosses the Pang-naw Ho at 1 mile, here 5 feet by 6 inches. Then steady ascent for $\frac{3}{4}$ mile, and the road then winds along the upper end of a well-cultivated valley and is level to $2\frac{1}{4}$ miles. From here there is an easy ascent to the crest of the ridge 6,200 feet at $3\frac{1}{2}$ miles, the ridge is followed for $\frac{1}{2}$ mile and then the road descends and crosses a small valley at $4\frac{3}{4}$ miles. From this point there is a steep ascent; at $5\frac{1}{2}$ miles there is a very bad rocky kind of stair-case; here mules have to be unloaded, but a way round on either side can be found with a little trouble. The road now crosses a grassy, undulating country, and at $6\frac{1}{4}$ miles descends to the Ta-ping-chang valley, the village being off the road to the north. Here there is ample camping ground, but water scarce; at $7\frac{1}{2}$ miles at the eastern end of the valley there is a bullock camp, water being obtained from a small spring. The road now ascends the cultivated hillside passing above a small La-hu village at 9 miles. At $9\frac{1}{2}$ miles the crest of the ridge is crossed and the road follows down a long jungle-covered spur.</p> <p><i>Camping ground.</i>—At $10\frac{1}{4}$ miles a good camp on a small saddle, with accommodation for 100 men.</p> <p><i>Water.</i>—From a spring 200 feet below the road.</p> <p><i>Fuel.</i>—Plentiful.</p> <p><i>Fodder.</i>—Grass plentiful.</p>		
2	LAN-TS'ANG (HSIEN).	10 m. 2 f.	General direction south-east.
20 m. 4 f.	(4,950').	<p>The road descends along the crest of a well defined spur covered with long grass and a</p>	

ROUTE No. 149—*contd.*

few scattered pines ; at $2\frac{3}{4}$ miles it passes under Mêng-lang, a small La-hu village, and then crosses over a knoll ; here the site of an old village is passed. At $4\frac{1}{2}$ miles Mêng-lang plain is reached and a small stream is crossed, and the road passes over the paddy-fields to the Nam-lang, which is crossed at 5 miles, here 10 yards by 1 foot, slow current ; low banks ; fordable at all seasons. The road now bears south-east across the plain to Mêng-lang town and passes through the Chinese quarter where the road to Lan-ts'ang (Hsien) bears off to the east past the old post.

Lan-ts'ang (Hsien) is the Headquarters of the Magistrate for the District of Lan-ts'ang (formerly Chên-pien).

Camping ground.—Near the south-east corner of the Shan village, near the well.

Water.—Good.

Fuel.—Plentiful.

Fodder.—Grass plentiful.

Supplies.—A certain amount. A 5th-day bazaar is held at Mêng-lang.

ROUTE No. 150.

FROM KENG-TUNG TO P'U-ÊRH (HSIEN).

238 miles.

20 stages.

Authority.—Captain H. R. Davies, January 1900, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—An important route from the garrison town of Keng-tung into Southern Yün-nan.

Good mule-road (and cart-road for first seven miles). The Burma-China boundary is crossed in stage 4, and the road continues over undulating country, partly jungle-covered, and at stage 8, descends the valley of the Nam-tam to the Me-kong, which is reached at Keng-hung in stage 11. Crossing at the ferry the road gradually ascends, through jungle and patches of high grass, and in stage 16 descends to Pu-ting, and passes thence over undulating country to the Ssü-mat plain.

Camping grounds.—Good except at stages 6, 10, and 13-19.

Fodder.—Grazing poor.

Supplies.—Poor throughout except at stages 4 and 11 and at Ssü-mao.

No. of stage and total distance.	DETAILS.		
1	PANG-HTARANG (3,600').	14 m.	General direction north-east. Road passes along Keng- tung plain for 7 miles along a cart-road over undulating slopes with villages on either side nearly the whole way. From Pa-kham there is a gradual ascent along an excellent road up a spur at the foot of which are several small lakes. At 9½ miles cross the Nam-et.

The ascent still continues up to 250 feet above the Nam-kin-sang-ken, a small rivulet, 100 feet above which is a fair-sized camping ground. From this point (4,500 feet) the road descends gradually to 4,150 feet, and then descends abruptly for 500 feet to Pang-htarang. Road good throughout.

Camping ground.—On the Nam-htarang, a tributary of the Nam-wak, sufficient for a large force.

Water.—	} Abundant.
Fodder —	
Fuel.—	

ROUTE No. 150—*contd.*

2 TA-PING FERRY 9 m. General direction
(2,200'). north. A steady
23 m. descent for 500 feet

to the Hwe-sok, a tributary of the Nam-wa from the west. The road then descends Loi-yai spur, at first easily and then steeply for 500 feet to Möng-wa, small village of 15 houses in a hollow on a fair-sized stream named after it. The Nam-wa course is followed down the Loi-yai spur, the road keeping just above the stream, which is crossed once. This part would probably be difficult in the rains as the stream falls in a series of cascades. Thence the road follows the Hwe-sa-tum, a brook, for some distance, then rises 250 feet over Loi-kyu-ken down the opposite slopes of which it winds in a northerly direction. At 8 miles meet the Nam-lwi, the bank of which it follows to camp.

Camping ground.—In fair-sized paddy fields below the Ta-ping ferry. There are 5 boats kept at the ferry, the ferry village being $1\frac{1}{2}$ miles downstream.

Supplies.—Nil.

3 WAN-LEM ... 16 m. General direction
(MÖNGMA) north-east. Cross
39 m. (2,300'). the Nam-lwi which
is just fordable and no more in the dry season. The road then goes up the bed of the Hwe-heng, a small stream, out of which there is an abrupt ascent of 100 feet, on to a ridge, from which it follows up the valley of the Nam-kong for some distance. It then crosses the Nam-kong by an easy crossing, and ascends easily 1,000 feet to Pang-pok, a small camping ground, on the top of Loi-pang-mak-hpai, passing a well called Wok-hseo, with good water half way up. Thence an abrupt descent of 300 feet when the Nam-et, a stream with easy approaches, is crossed three times, and the road then winds easily down the valley of the Nam-et, keeping well above the stream. The Hwe-mak-heo and the Hwe-pat are crossed near H pang-mokhpai. At 13 miles some paddy-fields are reached. Thence the road is easy to the Nam-long which is crossed to Möng-ma. The Nam-long comes in from the west, and there is a road up its banks to Möng Lem.

Camping ground.—There is a better camp at Wan-lem, a short distance south of Möng-ma, which is on the slope above the plain and distant from the water. There are several villages on the further side of the plain.

Supplies.—In fair quantities.

4 KENG-LAW ... 14 m. General direction
53 m. north-east. The
road then passes

ROUTE No. 150—*contd.*

along the north side of the valley of the Nam-ma by the villages of Wan-wat, Wan-ma-tan, Wan-kok, and Wan-hpao. It then follows up the course of the Nam-lao and crosses the Nam-son, a brook, again traversing the valley of the Nam-ma to the village of Pak-ka. It then crosses the Hwe-hat and Hwe-khak and passes the villages of Wan-tong, Wan-long, Keong-hpa, and Wan-la-tan, the last Keng-tung village. Paddy-fields spread out on each side of the boundary. The Nam-ma is crossed at 12 miles at a point where it cuts through Loi-la-tip, and again 2 miles further on when the village of Keng-law is reached. Keng-law, 50 houses. The Nam-lam above and below is the boundary between Keng-tung and Keng-hung, but at Keng-law the Keng-hung boundary passes south of the Nam-lam and follows the low ridge, Loi-la-tip.

Supplies.—Plentiful.

5	MONG-PAN	...	14 m.	General direction north-
	(2,500').			east. Cross the
67 m.				Nam-ta Ho, which is

only 100 yards from the Nam-lam, and then after some paddy-fields and numerous irrigation channels as far as the Nam-sok, beyond which is the village of Wan-keng-lai (12 huts). From here the road passes through scrub-jungle over undulating ground along the banks of the Nam-lam-noi, which is crossed at 11 miles. Thence along low hills to Mōng-pan 50 houses and a *bazaar*.

Camping ground.—In paddy-fields and under trees.

Supplies.—Fair.

NOTE.—The above is the wet weather route from Keng-law to Mōng-pan. The main route goes through paddy-fields the whole way, crossing the Nam-pa just below Mōng-pan, which would probably be bad going in the rains. In 1891 Mōng-pan was completely deserted.

6	PANG-HAI	...	11 m.	General direction
	(4,300').			north-east. The
78 m.				road goes along

paddy-fields, passing Wan-hpa (deserted 1891) to the Hwe-ta Ho which it crosses. It then ascends a gentle slope and reaches Ta-ta camp. There is a waterfall here and an abrupt ascent and descent of 100 feet crossing a stream (unnamed) before the camp is reached. From here the road is good through jungle, the latter part following the bed of the above-mentioned stream to Pang-tong camp, which has abundant space and water for a large force. It then crosses the Nam-loung, and follows along the banks of the Nam-hpit, rising and falling through bamboo jungle. Half a mile further on it crosses the Hwa-lai and then ascends a ridge to Pang-hai.

Camping ground.—Small.

ROUTE No. 150—*contd.*

Water.— } Plentiful.
 Fuel.— }

NOTE.—The better camp would be at $3\frac{1}{2}$ miles back.

7 MONG-HÜN ... 7 m. 4 f. General direction
 (4,100'). north. The road
 85 m. 4 f. ascends to 4,700 feet,
 winding along the spur and then descends gradually to Wan-na,
 on stream of same name.

It then skirts the western side of a plain, crossing the Nam-hun
 once by a dilapidated bridge, and passing the deserted villages
 of Wan-we Wan-hken, Wan-ta Ho to Möng-hün. Under ordinary
 circumstances supplies of all kinds could be had in large quan-
 tities, but the place was burnt in 1891, and all the villages in the
 plains were deserted.

8 MÖNG-HAI ... 10 m. General direction
 (4,000'). north. The road
 95 m. 4 f. follows the plain

crossing the Nam-hun, which is bridged, but unsafe for animals.
 It then passes Wong-hung-kham over a slight bridge to the Hwe-
 ma-lin (4,100 feet) which has paddy-fields on both sides. Thence
 up an ascent of 1,000 feet, 600 feet of which are rather steep, but
 not difficult. Then an easy and gradual descent over good road
 along the ridge of the Pe-maung range to the Nam-tam which is
 crossed by a bridge. Then along the plain passing the villages of
 Wan-tan, Keng-mai, Long-kwē, Wan-hôk, and Wan-sao across
 the small brook Nam-hai to Möng Hai.

Camping ground.—In clump of trees south of bazar.

Water.— } Plentiful.
 Fuel.— }
 Supplies.— }

9 MÖNG-HSUNG- ... 14 m. General direction
 TAÜ. north-east. Cross
 109 m. 4 f. the well-cultivated

Möng Hai plain which is studded over with villages and through
 which the Nam-hai runs and thence to Yang-kam (60 houses).
 Thence over rolling hills covered with tea plantations to the Nam-
 ha, which is crossed by a substantial wooden bridge 200 feet long
 and roofed over. Thence to Wan-lon on a plain, after which the
 tea slopes begin again to Lung-tung; $\frac{1}{2}$ mile further on is Tin-sing
 (15—20 houses), close to which is Wan-sang (50 houses and bazar)
 lying in extensive paddy fields irrigated by the Nam-le.

The village of Wan-ting is passed at 13 miles. At a mile further
 on lies Möng-hsüng-taü (50 houses, bazar and fairly extensive paddy-
 fields), and $1\frac{1}{2}$ miles on is Wan-wan (20 houses).

ROUTE No. 150—*contd.*

10 PANG-LING ... 12 m. The road then skirts a
 (2,700'). line of paddy-fields
 121 m. 4 f. to the Nam-poung-
 loun, which is skirted, but not crossed, and which is on a plateau
 3,950 feet high. Beyond this the road descends the Loi-yo-no
 along the swampy bed of the stream of that name to the Nam-
 poung-noi. From here there is a gradual ascent to the Nam-hwe-
 lung, near which is a series of paddy-fields belonging to the Chinese
 village of Wan-ho which would make a good camp. From here
 there is a rapid but not steep ascent of 700 feet to the spring
 Nam-aw-hpa, but there is only a small camping ground here. This
 is on the top of the Loi-um-p'u pass. Then passing the camps
 of Pang-wan-ma-su, Pang-hok, and Pang-kan (for which water has
 to be fetched from the stream below), the road goes by an easy
 descent down Loi-hwē-ling to the river from Nam-haw at Pang-
 ling.

Camping ground.—Bad camp for 200 men.

Water and fuel.—Plentiful.

Fodder.—Grass scarce.

NOTE.—Between Mōng-hsung-tau and Mōng Hai as a mule-track could not
 be improved on.

11 KENG-HUNG ... 10 m. General direction east.
 131 m. 4 f. The road now keeps
 along the left bank
 of the Nam-ha, the valley of which is very narrow ; the bed of the
 stream is full of large boulders, and the current so narrow as to be
 almost a torrent. The road climbs up and down the steep banks,
 and altitude is very rapidly gained. A number of small camps
 and tributaries are passed, but these are all very small and are
 only sufficient for a few animals.

The Nam-ha is crossed at 6 miles, the *bazar* of Kat-tin being
 on the north bank. A mile further south is the large and flourishing
 village of Ch'ang-hsai. The road then continues along the Wan-na-
 na turning south, passing wide the villages of Wan-man and Wan-
 hong at the foot of the range which bounds the plain to the west.

The village of Loi-long is then passed. This stands on a knoll
 and has a fortified brick monastery. The road then crosses the
 Nam-wu, and just beyond this the village of Sum-tê. The road
 then crosses the Hwe-kum, the Long-kong, and Nam-ho-na, all of
 which are bridged, but owing to the slough would be difficult to pass
 in wet weather, if the bridges were destroyed. At Long-kong is a
 village of the same name. Thence the road goes due east into
 Keng-hung across a paddy-plain into the bazaar. This road would
 probably be troublesome in the crop season.

ROUTE Yo. 150—*contd.*

12

15 m.

146 m. 4 f.

bordering the river, road is cut in the hill side. Cross a saddle and descend the eastern face of the range to the Mêng-yang valley. Halt at village of same name.

13

11

11 m. 2 f.

From Mêng-yang path

157 m. 6 f.

crosses over a low spur through jungle,

then continues across turf and paddy-cultivation to where it reaches Tu-ko-chai village (Leü and a few Chinese 10 houses) 2,220 feet. Ample camping-accommodation on turf; good grazing. Water indifferent; paddy, rice, and a few fowls procurable. After leaving Tu-ko-chai path leads up a narrow valley, then ascends to right through jungle in parts steeply to elevation 3,100 feet, then descends 300 feet to where a small stream is crossed, and continues descending easily till a second small stream is crossed down which the path continues to descend to a distance of 5 miles 3 furlongs. Path then ascends steeply to right 300 feet to 6 miles 2 furlongs, then descends to 7 miles 1 furlong where again cross a stream (2,650 feet). Path then undulates up along east side of valley to 9 miles 2 furlongs where again cross stream. It then continues undulating up the valley through jungle and high grass frequently crossing and with occasional short steep ascents and descents among small features to 11 miles 2 furlongs where a small clearing on right bank of stream is reached.

Camping ground.—For 50 men.

Fodder.—Good grazing. No village near (3,000 feet). Nam-yang-tun crossed *en route* 8 feet by 6 feet; stony.

14

TA-TU-K'ANG

7

10 m.

General

direction

167 m. 6 f.

north. Fair but
hilly mule-road.

After leaving Pang-sa camp, path continues undulating up Nam-yang-tun valley occasionally crossing the stream through high grass and small patches of jungle, the hills on either side rising to about 800 feet above the valley; upper slopes jungle-covered. Good camping grounds might be found almost anywhere on undulating ground by cutting or trampling down the high grass. At 3 miles 4 furlongs the path leaves the valley and ascends to left to 5 miles 6 furlongs, short descent, and again ascend to 6 miles 2 furlongs (4,000 feet). Continue along ridge through grass and then jungle, extensive views on all sides, up and down, easily reaching, at 8 miles 9 furlongs, a maximum elevation of 4,500 feet. Mêng-mang village passed in valley below to west, distant about $2\frac{3}{4}$ miles. At 9 miles 6 furlongs descend gently over grass to 10 miles where reach Ta-tu.

ROUTE No. 150—*contd.*

k'ang village (Chinese, 6 houses) situated on edge of extensive rolling downs covered with short grass and bracken 4,300 feet).

Camping ground.—Ample on open ground.

Water.—From spring below.

Fuel.—Scarce.

Supplies.—Nil.

Cross the Nam-yang-tun 5 inches by 6 inches, stony.

15	CHÊNG-TUN- CHAI.	... 8 m.	General	direction
			north-east.	Good
			mule-road.	After

175 m. 6 f.
leaving Ta-tu-k'ang village, path ascends about 100 feet on to crest of ridge along which it undulates over open grass land and through patches of jungle. At 2 miles 4 furlongs pass Hsin-chai (Chinese, 12 houses) to right. At 5 miles cross a small rocky stream. At 6 miles 2 furlongs descend 200 feet, cross another small rocky stream and continue undulating alongside of another ridge to 7 miles 5 furlongs where cross a small stream and ascend to 8 miles where enter Chêng-tun-chai village. Chinese, 20 houses.

Camping ground.—On undulating ground above village for 1,000 men (4,300 feet).

Supplies.—Nil.

16	PU-TING (MÖNG HING).	12 m. 6 f.	General	direction
			north-east.	Fair
			mule-road	rather

188 m. 4 f.
cut up in places and hilly. After leaving village, path crosses a small stream and undulates fairly easily to 1 mile. Then ascends rather steeply, passing at 1 mile 4 furlongs a camping ground for 200 men called San-ko-huang, to 1 mile 6 furlongs where cross a stream and ascend to 2 miles 2 furlongs (4,200 feet). Continue undulating through jungle along west side of ridge, ascending to 4 miles 6 furlongs undulating (4,700 feet) where cross a *col* to east and descend in parts steeply with occasional level bits and short ascents through grass and thin jungle to 11 miles 5 furlongs where village comes in sight below. Descend through jungle to 12 miles, then level to 12 miles 3 furlongs where Chan-chi-ho stream, stony bottom, and ascend slightly to Pu-ting village. Descend through village to 12 miles 6 furlongs where is a monastery and camping ground for small party. (3,200 feet).

Camping ground.—Ample accommodation for large force in paddy-fields and grass land in valley below. Village of 50 houses (Leü under P'u-êrh).

Supplies.—Very scarce; no vegetables.

ROUTE No. 150—*contd.*

17 MA-LI-P'ING ... 10 m. General direction

198 m. 4 f. north-west. Good
mule-road, for the
most part level. After leaving Pu-ting path leads along the right
side of the valley through grass and thin jungle, passing at 3 miles
Chên-kan-chai village (Leü and Chinese, 8 houses) to left, and
Man-ping-lou village to right across valley to 3 miles 5 furlongs
where pass Ha-mon (Leü, 2 houses) to left. The path then leads
along the valley through high grass along the right bank of the
Pu-ting Ho called by different names in neighbourhood, 30 feet
by 1 foot, stony bottom, approaches easy, crossing several small
streams to 6 miles where cross the main stream (3,100 feet).
Then ascend over a low spur through jungle, descend to cross a
small stream and again ascend easily to 6 miles 6 furlongs. The
path then undulates easily up a small valley through grass and
thin jungle with several boggy crossings to 8 miles 6 furlongs
(3,750 feet) and descends gently to 9 miles 2 furlongs where enter
cultivation, cross a small stream and continue level over short
grass and old paddy-fields to 10 miles where reach camping
ground on Pu-ting Ho stream. One portion of Ma-li-p'ing village
lies in a small valley about $\frac{1}{2}$ mile to the left, the other two por-
tions are hidden in jungle to right.

Camping ground.—Excellent on grass for large force (3,600 feet).

Supplies.—Scanty from Ma-li-p'ing villages.

18 SSÜ-MAO ... 14 m. 4 f. General direction

213 m. north. Good mule-
road. Path conti-
nues up the valley over grass and cultivation, crossing several small
streams, 1 mile 2 furlongs, where the valley narrows and path
leads through jungle. Continue, crossing the main stream twice
and passing some small paddy-fields, to 3 miles. The path then
ascends gently along the hillside, rising about 150 feet to 4 miles,
then descends slightly, crosses a small rocky stream and ascends
easily through fir trees to $4\frac{1}{2}$ miles. The path then continues undu-
lating, for the most part very easy, following small valleys among
low hill features, crossing several small streams to $7\frac{1}{2}$ miles where
pass path to La-wan-chai village to left.

Follow up the valley of a small stream to 9 miles, then ascend
rather steeply up hillside to 10 miles (4,700 feet). Descend 50 feet
then nearly level down to a small valley gradually broadening out
to 11 miles when pass small Chinese villages to right and left.

At $11\frac{1}{2}$ miles cross stream by masonry bridge and continue
across plain passing many small villages on outskirts to $13\frac{1}{4}$ miles
from which point continue up paved street between houses which

ROUTE No. 150—*contd.*

extend up to south gate of Ssü-mao reached at $14\frac{1}{2}$ miles (4,600 feet).

Town surrounded by a wall 25 feet high. Customs office. Telegraph line to north to Yün-nan Fu and south to Mōng-Wu (French Laos State).

NOTE 1.—A second and alternative crossing place at the River Mekong is at Mōng Ham which is a few miles lower down the river than Keng-hung.

To reach Mōng Ham leave the main route from Keng-tung to Keng-hung before proceeding to the latter place.

If this ferry at Mōng Ham be made use of after crossing to left bank of the Mekong, march to Nam-pun, a jungle camp, distant from Mōng Ham $10\frac{1}{4}$ miles. General direction of track north-north-east. Good mule-track, level and open to $6\frac{3}{4}$ miles, then hilly through jungle. Camping ground on bank of Nam-pun stream for 100 men only. Grass and bamboo leaves obtainable. No other supplies. No village near.

From Nam-pun march to Mēng-yang where the Keng-hung Ssü-mao route joins in or to Tu-ko-chai, the latter place $14\frac{1}{2}$ miles from Nam-pun.

Camping ground.—Near south gate and market for 800 men. Ample accommodation on hills about 100 feet above the plain to north and east.

Water.—From wells.

Fuel.—Plentiful.

Fodder.—Fairly good grazing, and a little long grass.

Supplies.—Large quantities of all kinds.

19 NA-K'O-LI ... 12 m. General direction north-north-east. A paved mule-road, 225 m. very rough in places. The route leaves Ssü-mao by the north gate and descends easily 200 feet into the valley, thence through paddy cultivation to mile 3, Lao-mai village. Thence a steep ascent for 1,200 feet to mile 5 and an easy path to mile 7. The path then descends steeply to Pao-chi'ao-t'an at mile 9 and then nearly level along the left bank of a stream (10 to 15 yards by 1 foot).

Camping ground.—In the valley for about 500 men.

Water.—Plentiful.

Fuel.—Ample.

Fodder.—Grazing poor.

Supplies.—Scarce.

20 P'U-ÊRH ... 13 m. General direction north. The path leads along the stream, crossing it several times. At mile $3\frac{1}{2}$, leaving the stream, (HSIEN). 238 m.

ROUTE No. 150—*contd.*

the route crosses a spur and descends to the valley of another stream which is crossed at Hsiang-ch'iao at mile 5, by a splendid Chinese arched stone bridge, rebuilt in 1912-13.

From this point a path leads to Hsi-k'o-ching salt district, one day's march.

From mile 5 the route after crossing a spur ascends steeply to mile $6\frac{1}{2}$, Mêng-hai and more easily to mile $8\frac{1}{2}$ (5,000 feet). Thence an easy descent to the P'u-êrh plain at mile $9\frac{1}{2}$ (4,700 feet) and along the foot of the hills to P'u-êrh. The town of P'u-êrh, which is the Headquarters of a District Magistrate, contains relics of fine, old stone carving.

Camping ground.—For large force in paddy-fields or on sloping ground to north and east.

Water.—From wells.

Fuel.—Abundant.

Fodder.—Fair grazing, outside town on north-east side.

Supplies.—Plentiful.

ROUTE No. 151.

FROM PAO-SHAN (HSIEN) (FORMERLY YUNG-CH'ANG) TO SHUN-NING (HSIEN).

76 miles.

6 stages.

Authority.—Lieutenant Watts-Jones, December 1898.

Epitome.—A fairly good mule road though bad in places in stages 2 and 6.

The country through which the route passes is level for 2 stages, when, after crossing the Wan-tien Ho, it becomes hilly and wooded. It follows the valley of the Yu-tien Ho to stage 5 and crosses a watershed (7,500 feet) into the Shun-ning plain in stage 6.

Camping ground.—Good.

Water.—Good.

Supplies.—A fair quantity obtainable at stages 3, 6 and 7.

No. of stage and total distance.	DETAILS.			
1	YANG-YI	...	12 m.	General direction south-east. Good mule-road. The route leaves the city by the south gate and leads due south across the plains, passing Chu-kuan at mile $1\frac{3}{4}$, and crosses a stream by a 3-arched bridge. At mile $5\frac{1}{2}$ Hsin-kai just off the plain. Thence across rolling uplands south-east and then east to Yang-yi. A dirty village on a stream. <i>Camping ground.</i> —Good.
2	KO-KAI	...	16 m.	General direction south-east. Fair mule-road, bad in places. At first good road, up and down, through pine forest; at 4 miles descend to Sha-p'o-chia, village in an extensive paddy-plain, of which Shan-ho-pa is the chief village. Good camping ground and supplies. From here onwards very hilly road, and often in defiles, where it is bad, rising to 5,600 feet at 8 miles Shu-wu-ma, good camping ground; at $12\frac{1}{2}$ miles Ta-la-i, a fair sized village, in several bits, good camping ground. Country intricate, and much pine and jungle. Road descends steeply from here to the Pao-shan (or

ROUTE No. 151—*contd.*

Yung-ch'ang) river at $14\frac{1}{2}$ miles. Height 3,100 feet, no bridge, fordable except after heavy rain. Ford, 2 to $2\frac{1}{2}$ feet deep. 16 miles Ko-kai, on a spur. 4,500 feet. Small inn.

Supplies.—Fair.

3 YU-TIEN ... 14 m. General direction east.

42 m.

The road goes right up the spur on which Ko-kai is, rising to 7,100 feet at $5\frac{1}{2}$ miles. Watershed 7,500 feet, crossed at $8\frac{1}{2}$ miles. The hillside is all cultivated and many small villages, but no good camping places. Road winds about among small hills. At $9\frac{1}{2}$ miles small plain, and from here descends steadily south-south-east, passing I-mu-chai at 12 miles. Good camp. Yu-tien is a small town, walled, but with many houses outside the wall on the west side of the plain, about 5 miles by 2 miles. The plain is surrounded by villages. Several fair inns; 5,500 feet.

Camping ground.—Good outside the town.

Supplies.—Large.

Better stages would have been: 1, San-ho-pa; 2, Ko-kai; 3, Yu-tien. The two marches. Yang-yi to Ko-kai and Ko-kai to Yu-tien, are very long.

4 HSIAO-CH'IAO ... 12 m. General direction

south-south-east.

54 m.

Fair mule-road. The road follows the edge of the plain south for 4 miles, passing several villages, and then ascends and then descends through defiles and pine forest. At 6 miles the road to Ming-yüeh-li comes in from river. At $7\frac{1}{2}$ miles, 6,200 feet; much cultivation. From here road descends through defiles to the river (Yu-tien Ho), crossed from right to left bank by arched bridge, 30 feet span, at 10 miles. At 12 miles, Hsiao-ch'iao, dirty little village with no inn. The Yu-tien river is fordable, except after heavy rains. 5,200 feet.

Camping ground.—Close by the river, good.

Supplies.—Fair.

5 MÊNG-YU ... 11 m. General direction

south-east. Road

65 m.

good in places, very bad in others. Would be almost impassable after rain.

Road at first ascends from river, and follows along a spur where it is good. Pine forest, and some cultivation. $4\frac{1}{2}$ miles Hsiang-chai, village in several bits. Road descends through small defiles, and finally along the bed of a stream, then ascends, very rough and bad. $8\frac{1}{2}$ miles Pien-k'ou, small village, road better after this; 11 miles Mêng-yu, small village, with good inn. Above extensive paddy-plain. There is said to be a direct road to Yün Chou from

ROUTE No. 151—*contd.*

here along the Nan-ch'iao Ho. (Yu-tien.) The Lung-ling-Shun-ning road comes in here also. Height 5,050 feet. Bazar every 12 days.

Supplies.—Good.

6	SHUN-NING (HSIEN).	... 11 m.	General direction south-east. Good mule road. Road
---	-----------------------	-----------	--

76 m.

descends to the stream south of Mêng-yu, which it crosses, and ascends along narrow spur between this and another stream south of it. Steep ascent to Chung-ho-p'u, 4 miles 6,200 feet, then more gradual. The road winds about among jungle-covered knolls, crossing the watershed, 7,500 feet, at 6 miles. From here to Shun-ning good road gradually descending spur, about south-south-east. Reach valley at 10 miles, and cross several small streams, 11 miles. Shun-ning walled town; Headquarters of a District Magistrate. Post and telegraph offices.

Camping grounds.—Good, inside the walls.

Supplies.—Large.

ROUTE No. 151(a.)

FROM MU-PANG TO TÊ-TANG.

16 miles.

1 stage.

Authority.—Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A connection between Route No. 133, Stage 7, and Route No. 147, Stage 6. A long and tiring march, by reason of the steep and stony ascent to and above K'a-fang (mile 7), where, however, the journey might well be split in two, as Water, Fuel, Fodder, and a small amount of Supplies are obtainable, though Camping-ground is very restricted.

General direction south-east. Fair mule-road, with difficult ascent, but easy final descent; practicable for mounted troops. For the first 7 miles, to K'a-fang, see Route No. 133, Stage 8. From K'a-fang the road bears to the left (east-south-east), continuing to rise steeply, but no longer paved, to 7,100 feet at mile $8\frac{1}{4}$. From this point the road descends, not steeply for $1\frac{1}{2}$ miles to a small Lo-lo village set in a hollow of a rice-field plain, up the left hand side of which the road ascends again, steep for the last 200 feet only, to the ridge overlooking the Mêng-hung-Chén-k'ang valley, 2,000 feet below. From here the road makes a long and easy descent of $4\frac{1}{2}$ miles down the face of this ridge to Tê-tang; height 5,300 feet. See Route No. 147, Stage 6.

ROUTE No. 152.

FROM SHUN NING (HSIEN) TO TA-LI (HSIEN) (*viâ*
THE CHIN LUNG BRIDGE).

106 miles.

10 stages.

Authority.—Captain H. R. Davies, February 1895,
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—Good mule-road, but steep in places. Crossing the summit of a range (7,400 feet), the route descends through jungle to the Mekong, which is crossed by bridge in stage 2. Thence there is a steep ascent to 8,400 feet, stage 3, and hilly country to the Yang-pi Ho, which is crossed at a ferry in stage 5. Thence the route traverses hilly broken country, much intersected by fordable streams, reaching the Mêng-hua in plain stage 8.

Camping grounds.—Poor at stages 2 to 6, the rest good.

Water.—Good.

Fodder.—Fair grazing *en route*.

Supplies.—Poor except at the last two stages.

No. of stage and total distance.	DETAILS.
1	<p>HSIN-TS'UN ... 12 m. 4 f. General direction north. Leaving Shun-ning (5,400 12 m. 4 f. feet) by the east gate, the road passes through the village of Tseikuan-t'ien (30 houses) at $\frac{1}{2}$ mile and, after crossing two small streams, begins ascending the side of a valley gradually till San-ch'ao Ho (8 houses) is reached at 3 miles. Here three more streams are crossed and the ascent is still gradual to Ho-mu-ts'un (15 houses) at $3\frac{1}{2}$ miles. A little beyond this the ascent becomes steeper, and near the top is very steep. The top of the range is reached at $6\frac{1}{2}$ miles at a height of 7,400 feet near San-ko-shui (2 houses). From here there is a descent, sometimes steep and sometimes gradual, down a spur, passing the village of Tê-lo-wei (30 houses) at $11\frac{1}{2}$ miles till Hsin-ts'un (10 houses) is reached at $12\frac{1}{2}$ miles. An official rest-house here, but apparently not much used. Height 5,850 feet. Several small streams, each about 6 yards by 6 inches, crossed in the ascent from Shun-ning, all going to form the stream which runs down the Shun-ning valley.</p>

Camping ground.—In terraced field.

ROUTE No. 152—*contd.*

Water.—Good.

Fodder.—Fair grass.

2	SUNG-LIN-T'ANG	10 m.	General direction
			north-east. From
m. 4 f.			Hsin-ts'un (5,850

22 m. 4 f. Hsin-ts'un (5,850 feet) the road goes steep down hill to a small stream, which is crossed at $1\frac{1}{4}$ miles (4,950 feet). From here it ascends a little on to the hillside and begins a descent through fir woods, along and gradually down the hill, steep in places. Shang-chio-fang (four houses) is passed at $3\frac{3}{4}$ miles; Chio-lang at $4\frac{3}{4}$ miles (one house), and Chang-ch'ao-t'an (one house) at $5\frac{3}{4}$ miles. Near the bottom the fir woods are left, and the jungle becomes thicker. The Mekong is reached and crossed by bridge at $6\frac{3}{4}$ miles (3,400 feet). From here there is a steep ascent to a height of 4,450 feet at 8 miles. From there the road is nearly level, skirting the hillside till a small stream is crossed at 9 miles. Then there is a very steep ascent of 1,000 feet in a mile to Sung-lin-t'ang (4 houses). The village contains a fairly good official rest-house. Height 5,250 feet.

Rivers.—At $6\frac{3}{4}$ miles Mekong river, called Lan-ts'ang-chiang by the Chinese, from the left, crossed by iron suspension bridge 75 yards long; wooden roadway 6 feet wide, supported by 14 iron chains underneath, and two chains above fastened into brick piers at each end. The river runs in a deep chasm, the water being 40 or 50 feet below the level of the bridge. Hills on both sides very steep; near the bridge they are inaccessible, except by the roads. No level ground at all. (Chin-lung bridge). The bridge sways about a good deal and only one mule can pass at a time; but it was strengthened in 1910.

Camping ground.—A little room in terraced fields.

Water.—Good, from a small stream.

Fodder.—Good grass at the stream at mile 9.

3	A-LU-SHIH	...	9 m.	General direction
m. 4 f.				north. From Sung- lin-t'ang (5,250 feet)

31 m. 4 f. there is a very steep ascent up spur, passing the village of Mêng-mei-wei at 1 mile, till the top of the range is reached at $3\frac{1}{2}$ miles at a height of 8,400 feet. From here is a descent steep in places, passing the village of Sa-la-p'u (4 houses) at $5\frac{1}{2}$ miles and Chang-chia-ts'un (10 houses) at $7\frac{1}{2}$ miles. At $8\frac{1}{2}$ miles a small stream is crossed, and from here there is a steep bit of uphill to A-lu-shih, a village of 150 houses with a six-day *bazar*, inhabited by Chinese. Height 6,400 feet. The village is on a saddle which connects the main range with a prominent spur with a temple on it called To-chin-shan.

ROUTE No. 152—*contd.*

Camping ground.—Scarcely any flat ground, but the whole hillside round is cultivated in terraces.

Fodder.—No good grass.

Supplies.—Fairly good

4 HSIN-NIU-KAI 9 m. 4 f. General direction
north-north-east.

41 m.

From A-lu-shih

(6,400 feet) the road is nearly level, going along the side of a very steep hill, till at 2 miles it begins to descend steeply, leaving a pagoda-topped peak called Ta-chin-shan on the right, till the village of Hsiang-ch'iao-chin (20 houses) is reached at 3 miles on a saddle (5,600 feet). Then there is a further descent still steeper till the bottom is reached in the valley of the Hei Ho (4,250 feet) at 4½ miles. From here the road is nearly level following down the Hei Ho, sometimes in the bed of the stream, sometimes a little above it, with steep hills rising on either side, passing the village of Mêng-chach'ao (3 houses) at 5¼ miles and crossing to the left bank of the Hei Ho at 5½ miles. Finally there is a slight and very gradual ascent to Hsin-niu-kai (30 houses : 4,150 feet). Disused official rest-house and bad inn.

Rivers.—At 5½ miles Hei Ho from the left (10 or 12 yards by 2 or 3 feet) crossed by wooden bridge of one span supported on stone piers ;—bridge 15 yards long and roadway 6 feet wide.

Camping ground.—Very little room to camp about village. Room could be got below on the bank of Yang-pi river, but it is nearly all cultivated.

Supplies.—Small bazar held every six days.

5 HSI-HSIN-CHÊN ... 10 m. General direction
north-north-east.

51 m.

From the village of

Hsin-niu-kai down steeply for a few hundred yards to the Yang-pi Ho (3,900 feet), here called the Hsiao-chiang. After crossing the river the road begins a long ascent along the hillside passing the village of Hsiao-p'in-kai (10 houses ; 5,200 feet) at 2½ miles and Ch'a-fang-ssü (12 houses) at 5 miles. Here is a pagoda on a ledge on a precipitous rock on the left of the road. From here the ascent becomes very steep till the top is reached at 7 miles at Sha-sung-shao (3 houses), 7,000 feet. This is the last village in Shun-ning district, the next village Lao-niu-kai being in Mêng-hua. From here there is a little more uphill to Lao-niu-kai (8 houses, 7,400 feet) at 8½ miles ; thence the road skirts the edge of a peak on the right by a nearly level road and finally descends a little along a hillside covered with fir wood to Hsi-hsin-chên (6 houses, 7,200 feet).

ROUTE No. 152—*contd.*

Here is an inn. From Lao-niu-kai there is said to be a direct road by Yu-tien, in about 4 marches.

Rivers.—At $\frac{1}{4}$ mile Yang-pi Ho (locally called Hsiao-chiang) from the left, 130 yards wide, moderate current; muddy bottom; crossed by a raft about 40 feet long, and 8 feet wide, made of large bamboos, which will take 10 mule-loads or 4 mules, but mules can be easily swum across. There is 10 yards width of level ground on the left bank, but the right bank rises more steeply at the ferry, but has flat cultivated ground just below. Room to camp in the cultivated ground on both banks.

Camping ground.—Not much room.

Fodder.—A little grass.

Supplies.—Very little.

6	HO-TI	...	10 m. 4 f.	General direction north. From Hsi- hsin-chên (7,200
---	-------	-----	------------	---

61 m. 4 f. feet), the road goes along the hillside through fir wood till the top of a range is reached about the same level at $1\frac{3}{4}$ miles. From here steadily down a spur passing little village of Wa-ho-lu (4 houses) at 4 miles till the bottom is reached at $4\frac{1}{2}$ miles at Shih-fang-p'u (4 houses). From here onwards the road is practically level. Just beyond Shih-fang-p'u the Ko-kai Ho, a stream 8 or 10 yards wide, is struck and its course is followed down sometimes in the bed of the stream, sometimes above it along the hillside to the end of the stage. At 6 miles is Lu-chu-t'an (2 houses). From here the main road to Mêng-hua goes off to the right front up a side stream. At $7\frac{1}{2}$ miles is the mixed Chinese and Lo-lo village of Ta-wa-ts'un (20 houses) and at $9\frac{1}{2}$ miles is Ko-kai village (10 houses), and a mile below it Ho-ti, a Lo-lo village of 20 houses. Height 5,200 feet.

Rivers.—Ko-kai Ho crossed many times, 8 to 12 yards wide and 6 inches to 1 foot deep.

Camping ground.—By the stream below the village.

Fodder.—A little grass to be got.

Supplies.—Not large.

7	WU-LI-HEI	...	11 m.	General direction north-north-e a s t.
---	-----------	-----	-------	---

72 m. 4 f. From Ho-ti village (5,200 feet) the road goes down to the Ko-kai Ho and follows its bed down for $1\frac{1}{2}$ miles till it is joined by a small stream from the right. The smaller stream is followed up till $2\frac{1}{2}$ miles, when near a little village the road turns uphill passing Ai-tzu-ch'iao (Lo-lo, 20 houses) at 4 miles and going from there steadily uphill with precipitous cliffs on the left hand till the top of a spur is reached at 6 miles (7,200 feet). From here down hill till a stream is crossed at

ROUTE No. 152—*contd.*

7½ miles (6,700 feet) and up again, passing A-pei-hsi-tu at 8 miles, to the top of another spur at 8¾ miles. From here along the hillside slightly down to the Lo-lo village of Wu-li-hei in three bits containing 30 houses. Good accommodation in a large house in the second village. Height 6,850 feet.

Rivers.—Ko-kai Ho, crossed several times (8 to 10 yards by 8 to 10 inches). Stream at 1½ miles crossed several times (6 yards by 6 inches). Stream at 7¼ miles from the right (6 yards by 6 inches).

Camping ground.—Half a mile beyond Wu-li-hei on stream.

Fodder.—Fair grass.

Supplies.—Small.

8	CHAO-CHUNG-TZ'U	11 m.	General direction
			north-north-e a s t.
			Good mule-road.

83 m. 4 f.

Leaving Wu-li-hei (6,850 feet) there is a steep descent to the bed of a stream at ½ mile (6,500 feet). From here the road follows up this stream by a nearly level road at first, but afterwards gradually ascending till at 2 miles the gorge becomes very narrow with steep but not inaccessible hills, rising 500 to 600 feet above the road on either side, bare for the most part, but covered in places with thin scrub jungle. The top of the range is reached at one of its lowest points at 3 miles (7,500 feet). From here a bare spur is followed by a very gradual descent till the Mêng-hua plain is reached at 7 miles (6,000 feet). From here the road is quite level, but paved almost throughout and horribly bad. The main Ta-li—Mêng-hua road is struck at Tien-chung-kai at 8½ miles and followed up for 2 miles to the large village of Ta-ts'ang (120 houses, Shan and Chinese). Chao-chung-tzu lies the best part of a mile away, off the road to the right front. Height 6,100 feet.

Rivers.—At 7½ miles Mêng-hua Ho from the left (12 yards by 1 foot) running with a gentle current in a bed 40 yards wide.

Camping ground.—Fair, on threshing-floors. Good accommodation might also be obtained in the large and very clean Mahomedan Guild-house, which gives its name to the village.

Water.—Good.

Fuel.—Ample.

Fodder.—Rice-straw and grass obtainable.

Supplies.—Rather scanty.

9	HSIA-KUAN ...	14 m. 4 f	General direction
			west-north-w e s t.
			Very fair mule-road,

98 m.

thoroughly practicable for mounted troops. From Chao-chung-tz'u the road goes first of all north-west over rice-fields to the Shan and Chinese village of Hsün-chien, then turns to the right and proceeds

ROUTE No. 152—*contd.*

up the sandy bed of a stream, which it crosses and recrosses, to mile 2 $\frac{3}{4}$. Here begins the long, but not difficult, ascent to the top of the ridge separating the Méng-hua and Ta-li plains; at mile 8 $\frac{1}{2}$ the road passes a loop-holed barrack compound, capable of accommodating from 50 to 100 men, but usually only occupied about the time of the big annual Fair at Ta-li, in March or April. (Height 8,300 feet). From this point it is only $\frac{1}{2}$ mile to the top of the pass (8,700 feet), whence, on a clear day, magnificent views are obtained in both directions—to the south, the extensive plain; to the north, the whole extent of the Ta-li lake, with occasionally even a glimpse of the lofty mountain range in the neighbourhood of Li-chiang, nearly 90 miles away as the crow flies. The first mile of the descent from the summit of the pass is very gradual, succeeded by a steeper two miles to the bed of a stream, almost dry and rather stony, at mile 12 $\frac{1}{2}$. The road follows down this stream bed for 1 mile, and joins the main Tengyueh-Yünnanfu Road half a mile south-west of Hsia-kuan (height 6,700 feet).

Camping ground.—Spacious.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Ample.

Supplies.—Large quantities obtainable.

10	TA-LI (HSIEN)	...	8 m.	See Route No. 35
				Stage 15

106 m.

ROUTE No. 153.

FROM YÜN CHOU TO TA-LI (HSIEN) (*viâ* YANG-KAI FERRY).

116 $\frac{3}{4}$ miles.

11 stages.

Authority.—Captain H. R. Davies, February 1899, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—An important communication between Yün Chou and Ta-li, following Route No. 154 for the first five stages. Good mule-road for eight stages, then roughly paved and bad up the Mêng-hua valley. Leaving Route 154, the road runs steadily along the high ground forming the head-waters of the Pa-pien Ho and reaching its highest elevation (8,500 feet) in stage 8, descends steadily to the Mêng-hua Ho, and then ascends the valley easily, joining Route No. 152 or stage 9.

Camping grounds.—Good except at stages 6 and 7, where they are somewhat restricted.

Water.—Good throughout.

Fodder.—A little grazing *en route*.

Supplies.—Small at stages 6 and 7, otherwise good.

No. of stage and total distance.	DETAILS.			
1	HU-CHIA-P'U	...	9 m.	} See Route No. 154, first five stages.
9 m.				
2	MÊNG-LANG	...	6 m.	
15 m.				
3	HO-T'AO-LIN	...	10 m.	
25 m.				
4	CH'AO-YANG-SSŪ	7 m. 2 f.		
32 m. 2 f.				
5	KUNG-LANG	11 m. 4 f.		
43 m. 6 f.				
6	CHI-LUNG	...	10 m.	General direction north. At first near- ly level up the Kung- lang valley, till at 3½ miles (5,250 feet) road begins to ascend steadily
53 m. 6 f.				

ROUTE No. 153—*contd.*

up a spur, passing Erh-t'ai-p'o (10 houses) at $4\frac{3}{4}$ miles (6,500 feet) and reaching the top of the range at $5\frac{1}{2}$ miles (7,200 feet). From here down very gradually till a small stream is crossed at $7\frac{1}{4}$ miles, (6,750 feet). Thence up a little on to another spur and by a nearly level road, keeping about 7,100 feet to $9\frac{1}{2}$ miles where there is a steep descent passing San-t'ai-chin to Chi-lung on a small stream (15 houses, 6,500 feet).

Camping ground.—Room can be found in terraced fields and on little ridges.

Water.—Good.

Fodder.—Very little grazing.

Supplies.—Small.

7 MIAO-SHAN ... 11 m. 4 f. General direction north. After crossing a small stream

65 m. 2 f.

the road goes up-hill, passing Shang-chi-lung (10 houses, 6,900 feet) at 1 mile. From here the road is nearly level, going along near the top of a ridge till 3 miles, and then rising to 7,550 feet at $3\frac{3}{4}$ miles. From here, still pretty level, along the ridge to 5 miles (7,550 feet), where the road begins to descend steadily, passing Hsi-chia-wan (30 houses) at $6\frac{3}{4}$ miles (6,950 feet), and reaching the bottom of a valley at $8\frac{1}{2}$ miles (5,600 feet). Here is camping ground $\frac{1}{4}$ mile by 100 yards, and a little grazing. From here, steep up hill, passing Kou-p'ing at 9 miles, and Lo-ch'iu (25 houses), a bazar village, at 10 miles (6,600 feet). From here, still up steep to Miao-shan. One house on the road and the rest of the village $\frac{1}{2}$ mile off to the east. Height 7,625 feet.

Camping ground.—Fairly level.

Water.—From two small streams.

Fodder.—A little grazing.

8 MÊNG-HUA (HSIEN). 14 m. 2 f. General direction north. From Miao-shan very steep up

79 m. 4 f.

to the top of a range at $\frac{3}{4}$ mile (8,500 feet). From here nearly level till $1\frac{1}{4}$ miles, then steadily down hill passing Ch'a-k'o-t'ang (40 houses, 7,400 feet) at 3 miles, and reaching the bottom at San-ch'a Ho (4 houses, 6,000 feet) at $5\frac{1}{2}$ miles. From here the road follows down the course of a small stream to 7 miles, when it rises a little and goes up and down over some small spurs, passing Shih-hui-yao at $7\frac{1}{2}$ miles, Ta-po-lo (8 houses) at $8\frac{1}{2}$ miles, and reaching the highest spur (6,400 feet) at $9\frac{1}{4}$ miles. From here down to the Mêng-hua Ho, which is crossed at 10 miles. Here the road from Ching-tung joins in from the right. From here up the eastern edge of the Mêng-hua plain passing Jê-shui-t'ang at $10\frac{1}{4}$ miles

ROUTE No. 153—*concl'd.*

Ta-lou-fang at $11\frac{1}{2}$ miles, and Pai-t'a, the site of a fine, old white Pagoda, in good preservation, at $13\frac{1}{4}$ miles. At $14\frac{1}{4}$ miles the south gate of Mêng-hua is reached. A walled town of 1,000 houses. Height 5,950 feet. Headquarters of a District Magistrate.

Rivers.—At 10 miles, Mêng-hua Ho, from the left, two streams, each (7 yards \times 1 foot) flowing in a stony bed 50 yards wide. Crossed by a three-arch brick mule-bridge 55 yards long and 15 feet wide.

Camping ground.—Spacious, on both north and south sides of town.

Water.—Abundant.

Fuel.—Plentiful.

Fodder.—Grazing not very good, but large supplies of grass purchasable in the daily market.

Supplies.—Very large, of all kinds.

9	CHAO-CHUNG- TZ'Ü.	14 m. 6 f.	General direction north-north-west. A level road up the Mêng-hua plain, keeping near the eastern edge. Extremely rough paving throughout. Numerous villages are passed, among them the following :—at $2\frac{1}{2}$ miles, Poi-chin-shu ; at $3\frac{1}{4}$ miles, Nan-chuang- t'ang ; at $5\frac{3}{4}$ miles, Miao-kai ; at $6\frac{1}{4}$ miles Ming-shih (150 houses) ; at 8 miles, Pei-ch'iao-kai ; at $11\frac{3}{4}$ miles, Tien-chung-kai ; here the direct road from Shun-ning to Tali joins in from the left ; at $13\frac{3}{4}$ miles Ta-ts'ang (120 houses, Shan and Chinese). Chao-chung- tz'ü lies off the road from this point, on the right front.
---	----------------------	------------	--

Camping ground, etc.—See Route No. 152, Stage 8.

10	HSIA-KUAN ...	14 m. 4 f.	See Route No. 152, Stage 9.
----	---------------	------------	--------------------------------

108 m. 6 f.

11	TA-LI (HSIEN) ...	8 m.	See Route No. 35 Stage 15.
----	-------------------	------	-------------------------------

116 m. 6 f.

ROUTE No. 154.

FROM YÜN CHOU TO YÜN-NAN HSIEN (*viâ* YANG
KAI FERRY).

123 miles.

11 stages.

Authority.—Lieutenant Watts-Jones, January 1899, Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A lateral communication between Yün Chou and
the main Ta-li—Yün-nan Fu trade-route.

A good mule-road throughout. Generally paved and in good
condition.

The road ascends gradually to the range bordering the Me-
kong, reaching the summit (6,800 feet) in stage 4 and descends
to the river which it crosses at the ferry in stage 5. Ascending
the valley of a small tributary, the road reaches the head of the
valley (7,800 feet) in stage 6 and then winds along pine-clad hills,
descending to the Nan-chien plain in stage 8. It then traverses
undulating, well-populated country till it joins Route 36, in stage
9.

Camping grounds.—Good.

Water.—Good throughout.

Supplies.—Large except at stages 1, 6, and 7.

No. of stage and total distance.	DETAILS.			
1	HU-CHIA-P'U	...	9 m.	General direction north-east. Good and level mule-road.

9 m.
Leave Yün-Chou by the north gate and turn east through the
suburb bordering on the Pei-ch'iao Ho, which is crossed by a tem-
porary wooden bridge, but is also fordable (40 yards, 1½ feet).
Thence for a mile over open upland, and then descend into a large
flat valley all well cultivated and passing at 2½ miles Hsin-kai,
a large village. The valley continues broad and level till T'ienhsin
5½ miles, whence it narrows and rises gradually through terraced
fields, the road being often boggy when irrigation is going on;
8 miles pass Ta-p'ing-kuan, a large village on left, rather off the
road. 9 miles, Hu-chai-p'u, small village. 4,250 feet.

Camping ground.—Good, not commanded from near.

Fodder.—Good grazing.

Supplies.—Fair.

4 CH'AO-YANG- ... 7 m. 2 f. General direction
SSÜ. north. Good mule-
32 m. 2 f. road. The road rises
slightly and is then level to the watershed $\frac{1}{2}$ mile, 6,800 feet;
then descends through a small wooded glen and rises to Shao-kai,
2 $\frac{3}{4}$ miles. Large village on a spur. Good camping ground and
supplies. The road then descends gradually along the spur alter-

ROUTE No. 154—*contd.*

nately through cultivation and pine woods to Ch'ao-yang-ssü, 5,310 feet. There is a large temple just before the village. There are several villages further on, but no good water till the Mekong is reached.

Camping ground.—Good.

Water.—Good.

Supplies.—Good.

5 KUNG-LANG ... 11 m. 4 f. General direction
north. Good mule-
road. The road

43 m. 6 f.

descends along the spur to Yang-kai, $1\frac{1}{2}$ miles, and then turns and descends west to the Mekong, 3 miles, which is crossed by ferry just below the village of Pan-p'o.

The ferry is under the District Magistrate of Yün-Chou. There are two big punts, 24 feet by 6 feet, which hold 6 mules each. Mules are unloaded and the loads ferried separately. Each trip takes about half-an-hour, including loading and unloading. Mekong, 3,200 feet, about 110 yards broad, width of bed 166 yards, very deep, and strong current. Mules could probably not be swum, as there would be a difficulty in landing on the other side, which is steep and rocky. Mules could probably be swum from north to south.

The road runs along the Mekong for $\frac{3}{4}$ mile and then leaves it at Shên-shu (room for a small camp; bad supplies) and rises steeply up a spur and then more gradually, through pine forest to the watershed, $7\frac{1}{2}$ miles, 6,700 feet, leaving about $\frac{1}{2}$ mile to the left the large village of I-wan-shui (good camp and supplies). Then passes the village of P'ing-chang, 8 miles, good camping ground, and descends gradually through pine forest to the Kung-lang river; 10 yards by 8 feet; ascends along its right bank to the town, $11\frac{1}{2}$ miles, 4,950 feet, crossing it by a bridge or by fording past the town.

Kung-lang is a town of about 1,500 inhabitants. Many Musalmans.

Camping ground.—Good.

Supplies.—Large ordinary supplies, and beef can be got.

NOTE.—The mule-men make three stages to Kung-lang:—(1) Meng-lang, 7 hours; (2) Shao-kai, 6 hours; (3) Kung-lang, $7\frac{1}{2}$ hours. The road is throughout excellent, only little of it is paved and that recently so the paving is good. The country is one of the richest parts of Yün-nan, and could afford large supplies of paddy, rice, Indian corn, millet, sugar, goats, sheep, beef, etc. The goats and sheep belong to the upland villages which are all inhabited by Lo-los.

The road branches from Kung-lang, the direct road to Ta-li going north, *via* Mêng-hua, the direct road to Yün-nan Hsien, north-east *via* Nan-chien. But north-east from Kung-lang there are roads passable for mules everywhere.

ROUTE No. 154—*contd.*

6 CH'ANG-CH'UNG- 13 m. General direction
KAI. north-east. Good
56 m. 6 f. mule-road. The
road ascends the left bank of the Kung-lang river for 1 mile, and then turns up to the right, through pine forest and cultivation, passing several villages, and reaching the watershed, which is covered with rhododendron jungle 7,800 feet, at $6\frac{1}{2}$ miles. Thence descend along spur to Ch'ang-ch'ung-kai, 13 miles, about 6,400 feet.

Camping ground.—Good.

Supplies.—Fair.

7 NAN-CHIEN ... 13 m. 2 f. General direction
70 m. north-east. Good
mule-road. The
road winds round a spur and descends to a stream at 2 miles, following along it, and occasionally in the bed of it, to 4 miles, where the stream goes through a gorge to the left and the road ascends sharply on to a sandstone down, dotted with pine trees and patches of cultivation, 8 miles Pei-sha-hsing 5 houses, good camping-ground and grazing; small supplies. The road descends gradually from here to the Nan-chien plain, 12 miles, 4,600 feet where it crosses the river and follows the north edge of the plain to Nan-chien, small town of perhaps 3,000 people.

Camping ground.—Good, but infested with flies in the hot weather.

Water.—Excellent, from a covered in spring, just east of the town.

Fuel.—Rather scanty and dear.

Fodder.—Good grazing, close to the town.

Supplies.—Fair.

8 MI-CHIH ... 12 m. General direction
82 m. north. Good mule-
road. The road
leaves Nan-chien by the east gate, and passing round the end of the spur on which the town is built, crosses the wide and flat valley of the Mêng-hua stream. There is a good position for resisting an advance from the east or north along the spur above Nan-chien, and a corresponding position for resisting an advance from the west or south along the villages which fringe the north bank of the Mêng-hua stream, the ground however rises steep behind it, and it is commanded at about 1,000 yards by the ground above Nan-chien, so that the defenders might be turned out by threatening their line of retreat up the Mêng-hua stream. Against a direct attack the position is strong, as it has a clear field of fire.

ROUTE No. 154—*contd.*

The Mêng-hua stream (12 yards by 8 inches) is fordable. The road then rises steeply up to about 7,500 feet, and descends more gradually among rounded hills to Mi-chih, 6,600 feet, a large village in an upland plain.

Camping ground.—Good; in and about Mi-chih are several large temples, which would provide accommodation for a small force.

Supplies.—Large.

9 MI-TU

... 14 m. General direction
north. Good mule-
road. The road

96 m.

passes across the Mi-chih plain, and ascends slightly along the west slope of the hills, leaving Hsiao-mi-tu and several villages to the west. It then descends to the Mi-tu plain, 5,500 feet, at 8 miles, and crosses the end of it to the village of Sha-i-t'un at 9 miles, where the Mi-tu river 15 yards by 1 foot, is crossed by a long stone slab bridge. Thence along the edge of the plain to Mi-tu, passing numerous villages. Good camping ground everywhere near these villages along the uncultivated high ground at the edge of the plain. Mi-tu is the market town of the plain. Population about 6,000. Headquarters of a District Magistrate.

Camping ground.—Good.

Supplies.—Large supplies of beans, paddy, rice, chickens and vegetables. A good many mules could be collected.

10 YUN-NAN-YI

... 16 m. The roads to Yün-nan
Hsien and Ta-li
branch here, the

112 m.

road to Yün-nan Hsien going north through low bare hills to Yün-nan-yi, 16 miles, where it joins the main Yün-nan-Ta-li road.

11 YUN-NAN
HSIEN.

... 11 m. 2 f. See Route No. 36,
stages 4 and 5.

123 m. 2 f.

ROUTE No. 155.

FROM YÜN CHOU TO CHING-TUNG (HSIEN) (via
HSI-CH'ANG FERRY).

106 miles.

9 stages.

Authority.—Mr. Scott, March 1899, Mr. A. E. Eastes,
Consul, Tengyueh, 1918.

Epitome.—A fair mule-road through a poor country.

The route ascends to the summit of range bordering the Me-kong, which is reached in stage 2 (8,750 feet) whence it descends steeply in places, to the river, which is crossed at Man-hsing ferry in stage 3. It then winds round the lower northern slopes of the Wu-liang-shan range through broken country thinly wooded for the most part, and intersected by numerous fordable streams. It descends to the Pa-pien valley in stage 6, and thence runs level to the town.

Camping grounds.—Are small and bad, except at stages 6 and 9.

Water.—Obtainable throughout.

Supplies.—Very scanty.

No. of stage and total distance.	DETAILS.
1 13 m.	MÊNG-LANG ... 13 m. General direction (ELEVATION 4,600'). north. Immediately on leaving Yün- Chou the Pei-ch'iao Ho stream is crossed by a bridge of bamboo and earth. The road then continues over a plain for 5½ miles in a north-east direction. Road to this point good and easy. From 5½ miles it begins to ascend a small valley, and after a short dis- tance it leaves the valley and begins to ascend a spur in a northerly direction until 10 miles, when elevation is 5,700 feet. At this point there is a temple standing alone. From here there is a descent to a small stream at 12½ miles (3 yards×6 inches), and a short distance on the Mêng-lang Ho (8 yards×1 foot) is crossed by a stone bridge built with a very high arch. Mêng-lang is situa- ted a short distance up the left bank of this stream. Village of about 30 houses.

Rivers.—At 13 miles Mêng-lang Ho stream (8 yards×1 foot),
well bridged.

Camping ground.—Accommodation in temple.

ROUTE No. 155—*contd.*

2 MU-CH'ANG 11 m. General direction
(7,820'). north-east. A short
24 m. distance from Mêng-
lang a tributary of the Mêng-lang Ho is crossed (5 yards \times 1 foot),
no bridge, and from here the road ascends a long spur to $7\frac{1}{2}$ miles.
The first 2 miles of ascent are not very steep, and are followed
by a short descent and a steeper ascent to the village of Lao-ma-
ts'un at $2\frac{1}{2}$ miles. The ascent now becomes steeper to $7\frac{1}{2}$ miles;
elevation 8,750 feet. At mile 3 a temple standing by itself is passed.
From $7\frac{1}{2}$ miles there is a descent to the village of Mu-ch'ang at
11 miles; elevation 7,850 feet. A good road, but first $7\frac{1}{2}$ miles
a stiff ascent.

Rivers.—At $\frac{1}{4}$ mile stream (5 yards \times 1 foot), tributary of Yao-
ka Ho.

Camping ground.—Small.

Supplies.—Nil.

3 HSI-CH'ANG ... 12 m. 4 f. General direction
(MAN-HSING.) north-east. From
36 m. 4 f. FERRY. Mu-ch'ang village
road ascends for a short distance, and then descends a long spur
to the village of Hsin-ts'un at $7\frac{1}{2}$ miles (elevation 6,400 feet). To
this point road good and descent gradual. From $7\frac{1}{2}$ miles the
descent continues, but rather more steeply to the village of Ts'ang-
p'u-t'ang at 10 miles, and the following $2\frac{1}{2}$ miles is a steep descent
to the Mekong river at $12\frac{1}{2}$ miles. An easy stage.

Small village of Hsi-ch'ang about 1 mile distant. The ferry
consists of 2 boats, 1 only in use. This boat is capable of carry-
ing 10 mules and 6 men. Mules are ferried across, as the current
is too strong for them.

Rivers.—At $12\frac{1}{2}$ miles Mekong river, about 70 yards wide at
this point. Current moderate.

Camping ground.—Small in paddy field, 50 feet above the river

Supplies.—None.

4 CAMP NEAR m. 4 f. General direction
HSIAO-WEN- north. After cros-
47 m. LI (4,700'). sing Mekong river,
road proceeds for a short distance down left bank of river, descend-
ing to a small tributary at $\frac{1}{4}$ mile. It then takes a northerly direc-
tion and ascends steeply for $\frac{1}{2}$ mile. From this point to the
village of P'ing-chai at 2 miles the ascent is gradual. From 2
miles the road is about level to the village of Ta-lu-kai at $3\frac{1}{2}$ miles.
To A-lo-kai on opposite side of valley there is a short steep descent,
and then a stiff ascent. From 2 miles to $3\frac{1}{2}$ miles road winds
alongside a ridge. Road to this point fair.

ROUTE No. 155—*contd.*

From A-lo-kai there is a stiff ascent up side of a ridge to 4,700 feet and then a steep descent to small stream at 6 miles (elevation 4,000 feet). From here there is another steep ascent to 4,900 feet at $7\frac{1}{2}$ miles and then a gradual descent to the small village of Hsiao-wên-li at $9\frac{1}{2}$ miles. Descent continues to small stream at $10\frac{1}{2}$ miles.

Several small streams crossed *en route*, all fordable.

Camping ground.—Small.

Supplies.—Nil.

5	TA-CH'UN-SHU ...	10 m.	General direction north. From camp there is a stiff ascent
57 m.	(7,250').		

a little east to 6,400 feet at 1 mile, and then a gradual ascent to 6,800 feet at $1\frac{1}{2}$ miles. From $1\frac{1}{2}$ miles road proceeds along side of a ridge to small village of A-chao-wan at $4\frac{1}{2}$ miles. There is then gradual descent to A-chao-kai-tzü at 6 miles. Road from $1\frac{1}{2}$ miles to this point easy.

The road now takes an easterly direction, and follows up a small stream for $\frac{1}{2}$ mile. It then ascends steeply to 7,750 feet at 9 miles. From summit there is a steep descent of 500 feet to small hill village of Ta-ch'un-shu at 10 miles. Rather a difficult stage.

Camping ground.—Nil.

Supplies.—A few sheep and cattle; a little paddy.

6	CH'UCHAI ...	11 m. 4 f.	General direction east-north-east. From Ta-ch'un-shu there
68 m. 4 f.	(5,100').		

is a steep descent to a small stream and then a long steep ascent to top of a large ridge at 3 miles (elevation 7,400 feet). To this point road bad and narrow. From summit the descent is gradual for 1 mile, and then more steep to the village of Hsin-p'ing-shan at $5\frac{1}{2}$ miles. The descent is much steeper from $5\frac{1}{2}$ miles to river I-na Ho at 7 miles (elevation 5,100 feet). The river is then crossed by a good wooden bridge, and the road continues down left bank for a short distance to a small tributary. It turns up this small stream to the village of Hsi-ma-kai. From here it turns back to the I-na Ho again ascending left bank. It now follows down left bank of I-na Ho at much the same altitude, to Ch'u-chai at $11\frac{1}{2}$ miles.

From 3 miles road easy. Time for mules 6 hours. Accommodation in Kung-kuan (dak bungalow).

Rivers.—At 7 miles, I-na Ho river (12 yards \times 6 inches to 1 foot), running south-east. Good wooden bridge (roofed and railed) at this point.

Camping ground.—Good.

ROUTE No. 155—*contd.**Supplies.*—Few.

7	LUNG-KAI (6,600').	... 16 m.	General direction south-east. A small tributary of the I- na Ho is crossed a short distance from Ch'u-chai. The road con- tinues to run parallel with river down left bank for 1½ miles, ascend- ing rather steeply to this point.
---	-----------------------	-----------	---

84 m. 4 f.

From here to 4½ miles the road deviates from, and then approaches the river again. From 1½ miles to 3½ miles a fairly level road, and from 3½ miles to 4½ miles a descent to I-na Ho river. From 4½ miles road continues down left bank (crossing a tributary at 4½ miles). The I-na Ho during this distance is crossed and recrossed several times owing to the narrowness of the valley.

At 8½ miles a small tributary is crossed, and road continues down left bank of river to Lung-kai at 16 miles, crossing 2 further tributaries at 13 miles and at 15½ miles. Good road, and an easy stage.

Lung-kai, village of about 30 houses. Several fordable streams crossed *en route*.

Camping ground.—Accommodation in temple.

Supplies.—Procurable.

8	SUNG-P'O (4,150').	... 16 m.	General direction south-east. Imme- diately on leaving Lung-kai the river I-na Ho is crossed by a well-built wooden bridge. The road proceeds down right bank for a short distance, and then takes a more southerly direction and ascends rather steeply to 2 miles. The following 2 miles are fairly level, with short ascents and descents. Direction south to this point.
---	-----------------------	-----------	---

100 m. 4 f.

At 4 miles a small stream is met down which the road proceeds for 4 miles to the village of Hsiao-pan-ch'iao at 8 miles. This stream increases in volume rapidly until at Hsiao-pan-ch'iao its size is about 15 yards × 1 to 1½ feet. From Hsiao-pan-ch'iao the road ascends steeply to east 4,900 feet, and continues over hilly ground at some distance from river to Sung-p'o at 16 miles.

A bad road and rather a difficult march.

9	CHING-TUNG ... (HSIEN). (4,150 feet.)	5 m. 4 f.	General direction south-east. From Sung-p'o the road descends to the I-na Ho stream again, and proceeds down right bank to Ching-tung at 5½ miles. Road fairly good, about level, but with some very rough patches of old stone paving. Ching-tung is the Headquarters of a District Magistrate. It is a very
---	---	-----------	--

ROUTE No. 155—*contd.*

old town, and only one gate now remains to mark the earlier city wall. Peacocks are found even in the streets.

Rivers.—At $\frac{1}{2}$ mile I-na Ho river, 25 yards \times 2 to 3 feet.

Camping ground.—Extensive, in the plain. Good accommodation might also be obtainable in the spacious premises of the Ssü-ch'uan Guild, completed in 1915.

Water.—Excellent.

Fuel.—Fair quantities obtainable.

Fodder.—Good grazing.

Supplies.—Plentiful and good.

ROUTE No. 156.

FROM YÜN CHOU TO CHING-TUNG (HSIEN) (*viâ*
WU-YIN FERRY).

101 $\frac{3}{4}$ miles.

11 stages.

Authority.—Captain L. D. Fraser, January 1901, Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—An alternative route and somewhat shorter than
Route No. 155.

Good mule-road for five stages, then fair mule-track, roughly
paved in places, for five stages. The road ascends to the level
of the Mekong valley in stage 4, and descends thence steeply by
a narrow stony road, crossing the river at Wu-yin Ferry. It
then winds round the southern slopes of the Wu-liang-shan range,
through thinly-wooded country, intersected by valleys, watered
by fordable streams, and descending to the Pa-pien valley in stage
10, runs thence level to the town.

Camping grounds.—Good at stages 7, 10 and 11. At other
places for 200 to 500 men only.

Water.—Good, except at stage 4.

Fodder.—No grazing, except in the last two stages.

Supplies.—Small except in the Pa-pien valley.

No. of stage
and total
distance.

DETAILS.

1

MIEN-P'ËNG ... 10 m. 4 f. General direction east
T'SUN. by north. Good

10 m. 4 f.

mule-road. Leaving

the town by the southern gate, the road descends easily to the
Nan-ch'iao Ho which it crosses at the village of Ts'ao-pi-kai, and
then follows the right bank of the stream, passing Hsiu-chu-ku
at $2\frac{3}{8}$ miles and Ho-chin at $1\frac{1}{2}$ miles further on. Crossing a small
tributary, the Chiao-ko Ho at $7\frac{3}{4}$ miles the road ascends the valley
of the latter stream, passing Ling-yin-shan at $8\frac{3}{4}$ miles and after
a steep ascent of $\frac{1}{2}$ mile reaches camp.

The Nan-ch'iao Ho is 65 yards wide. $4\frac{3}{4}$ feet deep, with rapid
current and bed of stones 200 yards wide crossed by bridge of
straw, earth and planks on wood trestles—in bad repair. Roadway
6 feet.

The Chiao-ko Ho is 10 yards wide, 2 feet deep, with stony bed
90 yards wide. Rapid current and good approaches.

ROUTE No. 156—*contd.*

Camping ground.—For a brigade could be formed in several places on the right bank of the Nan-ch'iao Ho. At Ling-vin-shan for 300 men. At Mien-p'êng-ts-un for about 250 men.

Supplies.—Scarce.

2	PANG-WAI	...	9 m. 6 f.	General direction south-east by south. Mule-road in good condition.
20 m. 2 f.				

The road winds round several small spurs, passing Wai-yin-shan at $3\frac{3}{4}$ miles, and, after crossing the head of a small valley, ascends steeply to the crest of the ridge bounding the Pang-wai-Ho. Crossing to the opposite side the road winds round the hillside, skirting the left bank of the stream to the village.

Camping ground.—At Wai-yin-shan for 150 men. One small rest-house.

Camp for 350 men on the banks of a small stream at $5\frac{5}{8}$ miles.
Camp at Pang-wai for 300 men.

Supplies.—Sheep, goats, and cattle in small numbers are obtainable.

3	LAO-YIN-SHAN	5 m. 4 f.	General direction south-east by east. Good mule-road with steep gradients.
25 m. 6 f.			

The road continues to follow the hillside, crossing several small streams, and at $2\frac{1}{4}$ miles descends the hillside at the head of the Pang-wai valley to Fêng-chu-lien ($3\frac{5}{8}$ miles). Here a road branches south-east to the ferry over the Mekong at Man-pieh, *via* Kun-hai and Lo-pan-tung. The road again ascends for $\frac{1}{2}$ mile steeply to the head of the valley, and crossing the crest descends steeply to the Lao-yin-shan Ho ($5\frac{3}{8}$ miles) after crossing which, it reaches camp.

The small streams are no obstacle to transport. Camp at Fêng-chu-lien for 500 men, small supplies.

Camping ground.—At Lao-yin-shan for 250 men.

Supplies.—Nil.

4	MA-LING	...	13 m.	General direction east- north-east. Fair mule-road with steep gradients.
38-m. 6 f.				

From the village the road ascends in a south-east direction to the ridge bounding the valley, steeply for $\frac{3}{4}$ mile and then fairly easily. Reaching the crest at $3\frac{1}{2}$ miles the road bends north-east and winds round the head of the valley, on the opposite side, to the crest which is reached at 6 miles. Crossing the crest, the road descends along a narrow spur with short steep gradients

ROUTE No. 156—*contd.*

in places and, passing out of the valley at 9 miles through a gap, close to which is a small ruined temple, descends for a mile steeply. After an easy descent of $1\frac{1}{2}$ miles it again descends steeply for $\frac{1}{2}$ mile and then easily along the hillside to the village.

Camping ground.—Accommodation for 500 men.

5 • LIN-TS'UN-HSIN ... 7 m. General direction east
by north. Steep ap-
proaches to the Me-

45 m. 6 f.

kong by a road generally narrow and stony.

The road descends to the Mekong valley very steeply for a mile, and then easily to the ferry, which is reached at $1\frac{1}{2}$ miles.

Ascending the left bank, steeply for seven furlongs and then fairly easily along a narrow spur, the road passes through Wu-yin at $3\frac{1}{8}$ miles and, skirting the ridge overlooking the Chu-an-hein Ho, reaches the second village of Wu-yin at $3\frac{3}{8}$ miles. The road now winds round the slopes of the valley, reaching the crest at $6\frac{3}{8}$ miles and now runs south along the ridge for $\frac{3}{4}$ mile to the village.

Camp at 1st Wu-yin for 100 men. At 2nd Wu-yin for 250 men. At Lin-ts'un-hsin for 300 men. No supplies at any of these villages.

Camping ground.—None suitable before reaching Ma-ling, where there is accommodation for 500 men.

Water.—Scarce. Water is scarce *en route*.

Supplies.—Small.

6 K'U-LI ... 9 m. General direction
south-east by east.
Ordinary mule track

54 m. 6 f.

in fair condition.

The road runs in an east direction and, crossing a small *col* at $\frac{5}{8}$ mile, descends easily into the valley of the La-t'a-ma Ho, winding down the hillside bounding the left bank. Passing Kai-yin-ts'un at $2\frac{1}{4}$ miles the road 1 mile further on runs along the ridge and changing to a south-south-east direction passes through Hsin-kai at $4\frac{1}{2}$ miles and thence descends steeply to the Ch'ü-chin Ho which is crossed just above its junction with the La-t'a-ma Ho at $5\frac{1}{8}$ miles. The road now winds down the hillside skirting the left bank of the latter, passing Mao-ku-ti at 6 miles. At $7\frac{1}{4}$ miles the road passes to the left of a steep knoll and descends by a badly paved road through paddy-fields to the K'u-li Ho ($8\frac{1}{2}$ miles) crossing which the road ascends a small knoll to the village.

The Ch'ü-chin Ho is 10 yards wide, $1\frac{1}{2}$ feet deep with rapid current and bed of large stones. Spanned by single semi-circular arch stone bridge, 15 yards long with 9-foot roadway, 50 feet

ROUTE No. 156—*contd.*

above stream. Right approach steep, left good. The K'u-li Ho is 10 yards wide and shallow. Spanned by stone bridge 13 yards long, 8-foot roadway. Approaches steep by narrow, roughly-paved road. Camp at Kai-yin-ts'uh for 300 men.

At Hsin-kai for 500 men. Supplies in small quantities can be obtained.

At Mao-ku-ti on a bazar site for 250 men.

Camping ground.—At K'u-li for 2,000 men; a good temple in the village.

Supplies.—Some procurable.

7	MÊNG-TING-KAI	11 m.	General	direction
				south-east by east.
			Fair	mule-track,

65 m. 6 f.

roughly paved in places.

The road continues to wind round the hillside, crossing a succession of spurs with short, steep descents to streamlets which are bridged usually. Passing Pang-pao at 1 mile and Hsiao-pan-chi'ao at $3\frac{3}{8}$ miles the road at 6 miles commences to ascend to the summit of the range, easily for 3 miles and then for $\frac{3}{4}$ mile steeply. The road now passes over a small, level, marshy plateau through terraced paddy-fields to the village.

The streams crossed are all fordable, and bridged.

Camping ground.—At Mêng-ting-kai for a brigade.

Supplies.—Small.

8	PAI-SHUI	... 8 m.	General	direction east
				by south. Fair
				mule-road. From

73 m. 6 f.

camp the road crossing several small streamlets at the head of the valley, ascends easily to Hsin-tai-tien, and crossing the ridge $\frac{1}{2}$ mile beyond, descends easily to Shan-hsin ($4\frac{1}{8}$ miles). Here the road bends north-north-east and winds round the hillside of Pai-shui Ho valley and descending steeply at $6\frac{1}{4}$ miles, crosses the stream. It now takes a south-east direction and ascends fairly easily along the hillside to the village.

The Pai-shui Ho is 12 yards wide, 2 feet deep, with rapid current; bed of large stones and steep approaches. It is crossed by a wooden roofed-in bridge, 16 yards long, 11 feet roadway, with floor of logs and stone supports and buttresses.

Camp at Hsin-tai-tien for 200 men. At Shao-hsin for 300 men.

Camping ground.—At Pai-shui for 450 men.

Supplies.—(Chiefly paddy) in small quantities procurable.

9	PEI-AI-TZU	... 11 m.	General	direction east-
				north-east. Fair
				mule-track.

84 m. 6 f.

ROUTE No. 156—*contd.*

The road winds round the hillside of the main Wu-liang-shan range (the watershed between the Mekong and Pa-pien Ho) crossing a succession of spurs bounded by small streams, the approaches to which have short steep gradients. Taking at first an east-by-north direction, the road changes $\frac{1}{2}$ mile beyond Lung-tung ($6\frac{1}{4}$ miles) to a north-north-east direction, and 50 yards beyond Tai-tzü (one house, $10\frac{5}{8}$ miles) a road descends in an east direction to the plain of the Pa-pien Ho, and rejoins the route from Ta-li to P'u-êrh. The road itself runs due north to the camp. The principal streams crossed are the I-ch'iao Ho, at $\frac{7}{8}$ mile and the Lung-tung Ho, at $5\frac{1}{2}$ miles. These have a breadth of 8 yards, depth 1 foot, with stony beds, moderate current and steep approaches. Camp at Lung-tung for 450 men. No supplies. No camp or water at Tai-tzü.

Camping ground.—At Pei-ai-tzü on a spur south of the village for 250 men.

Supplies.—Nil.

10	TS'UNG-LIANG-	10 m. 4 f.	General	direction
	KAI.		north.	Fair mule-
95 m. 2 f.			track but narrow in	
places.				

Three-fourths of a mile beyond camp the road descends rather steeply to the Ko-cha-wa Ho and ascends the opposite hill steeply passing Ko-cha-wa-ts'un at $1\frac{3}{4}$ miles. Crossing the ridge, the road which is now a narrow track winds round the northern slopes of a sugar-loaf hill and at $2\frac{5}{8}$ miles begins a long winding descent to the plain of the Pa-pien Ho. Reaching the level at $5\frac{1}{2}$ miles the road joins the main route from P'u-êrh to Ta-li at the village of Kai-nan-tai ($5\frac{3}{4}$ miles) and crossing the stream of that name, skirts the right bank of the Pa-pien Ho running through paddy and grass land, and passing through Pai-fang at $7\frac{1}{2}$ miles reaches the village.

The Ko-cha-wa Ho is 6 yards wide, 1 foot deep with steep approaches.

The Kai-nan-tai Ho is 12 yards wide, $1\frac{1}{2}$ feet deep, with moderate current, stony bed, 30 yards wide and good approaches. It is crossed by a roofed-in wooden bridge of two spans, 37 yards long, roadway 9 feet with wood flooring and brick buttresses.

Camping ground—for a division or more in the plain of the Pa-pien Ho. Ts-ung-liang kai contains a spacious temple, and a fair bazar, where a small amount of *supplies* is obtainable.

NOTE.—In the rains, in preference to taking this route it would be better to descend direct to the plain by the road branching east at Tai-tzü, ascending the river bank from Man-ching by the Ta-li road.

ROUTE No. 24—*contd.*

11	CHING-TUNG (HSIEN).	6 m. 4 f.	General direction north-north-west.
101 m. 6 f.			Good mule-road.
Passable for carts. Paved in parts.			

The road continues to ascend the right bank of the Pa-pien Ho and $\frac{1}{4}$ mile beyond camp, crosses the Ts'ung-liang Ho, ascending thence easily to the summit of a grassy saddle on which a white pagoda passed at 2 miles forms a prominent landmark. The road descends thence gently through paddy and fallow land, passing Ta-hsin-ko at $2\frac{7}{8}$ miles and Tang-yao at $5\frac{3}{4}$ miles. Crossing a small stream by a wooden bridge at $6\frac{1}{4}$ miles the road enters the town.

The Ts'ung-liang Ho is 12 yards wide, 1 foot deep, with gentle current and bed of small stones. Crossed by a tiled roof bridge with wooden flooring and brick buttresses. Length 21 yards, roadway 10 feet.

Camping grounds.—See Route No. 155, stage 9.

Supplies.—In fair quantities and probably about 100 mules obtainable.

NOTE.—(a) Another route from Yün Chou to Ching-tung follows the present one as far as Fêng-chu-lien (stage 3, miles 3) where it branches east-south-east through K'un-hai and Lo-pang-tung to Man-pieh or Sha-pa ferry rejoining this route at Mêng-ting-kai (stage 7). Distance about 107 miles.

(b) An alternate route runs north-east from Yün Chou *via* Mêng-lang to Man-hsing or Hsin-ts'un ferry over the Mekong and thence *via* Lung-kai to Ching-tung.

(c) The practicable routes diverge either north or south of the Wu-liang-shan range (highest point 11,500 feet) which lies in the direct line between the two towns.

ROUTE No. 157.

FROM YÜN CHOU TO CHING-KU (HSIEN)
(FORMERLY WEI-YÜAN) (via KA-LI-KAI
FERRY).

107 miles.

9 stages.

Authority.—Captain H. R. Davies, December 1899.

Epitome.—Fairly good mule-road.

After a hilly stage, the road descends to the Mêng-ma Ho and follows the valley for two stages, crossing into the Mekong valley (5,600 feet) in stage 4, and over the river itself at Ka-li-kai Ferry in stage 5. Reaching the summit (7,000 feet) of the opposite bank in stage 7, the road descends to the Ching-ku (formerly Wei-yüan) plain, and descends it for two stages to the town.

Camping ground.—Good except at stages 3 and 5. At the latter it would be better, owing to scarcity of water, to camp $2\frac{1}{2}$ miles before the end of the stage.

Water.—Elsewhere ample.

Fodder.—Fair grazing *en route*.

Supplies.—Small.

No. of stage and total distance.	DETAILS.
1	HSIAO-CHU- ... 12 m. 4 f. General direction CHING. south-south-east.
12 m. 4 f.	After crossing the Nan-ch'iao Ho (3,650 feet), Ts'ao-p'i-kai is passed at $\frac{1}{2}$ mile and the road goes over a little rising ground and up a narrow valley till at $2\frac{3}{4}$ miles there is a steep ascent on a spur till 6,500 feet is reached at 5 miles. From here nearly level along the hillside till at 7 miles there is another steep ascent to the top of a spur at $7\frac{1}{2}$ miles (7,150 feet). From here along the spur over undulating ground till at 10 miles the road descends passing Ch'ang-p'o-ling (4 houses) at 11 miles and crossing a small stream at $11\frac{1}{2}$ miles (5,850 feet). From here up again reaching the top of a small spur at Hsiao-chu-ching (6,150 feet, 8 houses) a large temple $\frac{1}{4}$ mile off.

Rivers.—At $\frac{1}{2}$ mile Yün Chou river or Nan-ch'iao Ho from the left crossed by temporary wooden mule bridge, river 70 yards wide 5 or 6 feet deep, strong current in bed 300 yards wide. In the rains the bridge is swept away and the river is crossed by raft.

ROUTE No. 157—*contd.*

At $11\frac{1}{2}$ miles, stream from the right (6 yards \times 1 foot). Easy ford and foot-bridge.

Camping grounds.—Good on terraced grass and fields.

Water.—Good from a small stream.

Fodder.—Fair grazing; small supplies of paddy and straw.

2 PAN-HO ... 13 m. 2 f. General direction south-south-east.

25 m. 6 f. Gradually down hill, passing Lao-cha-fang (10 houses) at $\frac{3}{4}$ mile and crossing a stream just beyond at 5,850 feet. Thence up a little to the watershed between the Nan-ch'iao Ho and Mêng-ma Ho at $1\frac{1}{2}$ miles (6,100 feet). Thence down to the Mêng-ma Ho and follow its course down for the rest of the march in a paddy valley 200 yards wide. At $4\frac{1}{2}$ miles the stream is crossed and several villages are passed, including Hsin-kai (10 houses) at $5\frac{1}{2}$ miles, Ch'a-fang-kai (40 houses and temple) at 7 miles, and Chou-ya (12 houses) at $10\frac{1}{2}$ miles. Pan-ho contains 20 houses and a temple. Height 5,250 feet.

Rivers.—At $4\frac{1}{2}$ miles Mêng-ma Ho, from the right (10 yards \times 2 feet), strong current, foot-bridge and ford.

Camping ground.—Ample.

Water.—Good.

Fodder.—A little grazing.

Supplies.—Fair.

3 CHIANG-CHIA- ... 13 m. 6 f. General direction south-east. Down P'U. the Mêng-ma plain

39 m. 4 f. till the river is crossed at Liu-shu-ch'iao at $2\frac{1}{4}$ miles. The river here makes a slight westerly bend and the road crosses a very low saddle and reaching the valley of the river again, recrosses it at Man-to at 4 miles. From here on down the edge of the valley, passing the principal village of Mêng-ma (often called Ta-chai, "big village") at $6\frac{1}{2}$ miles (80 houses, a temple and a Shan monastery). Here are good camping-ground and fairly good supplies. At $9\frac{1}{2}$ miles Huo-shih-shan (10 houses, 4,900 feet) is passed, and the paddy plain ends. The road goes along the hillside, gradually getting further from the river, crossing a stream at 11 miles and at $12\frac{1}{2}$ miles ascending somewhat steeply to Chiang-chia-p'u (12 houses, 5,650 feet).

Rivers.—At $2\frac{1}{4}$ miles Mêng-ma Ho from the left (15 yards \times 2 feet); strong current. One arch stone mule-bridge. Recrossed at 4 miles by ford and wooden foot-bridge.

At 11 miles stream from right (8 yards \times $1\frac{1}{2}$ feet). Rocky bottom (very strong current); stone bridge.

Camping ground.—Round village and in terraced fields.

ROUTE No. 157—*contd.*

Water.—From small stream.

Supplies.—Small.

4 PANG-TUNG- ... 10 m. 4 f. General direction
KAI. south-east. At first

50 m. nearly level along

the hillside, passing Ta-shih-t'ou-kai (20 houses) at 1 mile. Here are good camping grounds, and small supplies are to be got. At 2 miles a saddle is crossed and the road descends from 5,600 feet to 4,800 feet at 3 miles. Here on the right is Na-ko (6 houses) and terraced fields ($\frac{1}{2} \times \frac{1}{4}$ mile) are passed through, and a stream crossed. From here gradual ascent along hillside to Nan-pa-chai (5,000 feet) at $5\frac{1}{4}$ miles. Thence steeper up to Pa-tao-ch'ing (8 houses) at 6 miles (5,600 feet). Just beyond this a stone marks the boundary between Yün Chou and Mien-ning districts. Hence the road descends a little and goes along the hillside to Pang-tung-kai (20 houses and temple). Height 4,900 feet.

Rivers.—At $3\frac{1}{4}$ miles stream from the right (12 yards \times 2 feet); rocky bottom and very strong current. Crossed by stone bridge.

Camping grounds.—In fields just short of village.

Water.—From well and small stream.

Fodder.—Fair grass.

Supplies.—Small.

5 T'UN-SHAN ... 8 m. 6 f. General direction
south-east. Nearly
level along side of

58 m. 6 f. spur for $2\frac{1}{4}$ miles; then down rather steeply to the Mekong at Ka-li-kai Ferry at $4\frac{1}{2}$ miles (2,800 feet). A few houses on right bank; main village of 15 houses on left bank. Not much room to camp on right bank, plenty of room on left bank. After crossing, the road goes down near the left bank of the river, passing Lao-kai-tzü (4 houses and large temple) at $6\frac{1}{4}$ miles, Kan-lan-p'o (4 houses) at $6\frac{1}{2}$ miles. At $7\frac{1}{4}$ miles a road goes straight on to Mêng-lo (two marches). The route turns up hill pretty steeply to T'uan-shan (12 houses and small temple). Height 3,750 feet.

Rivers.—At $4\frac{1}{2}$ miles Mekong river (locally called Ka-li Chiang from the left, 110 yards wide, strong current in a bed 140 yards wide. One punt taking 10 mules, or 20 mule-loads, or 25 men. Each crossing takes 7 minutes.

Camping grounds.—On terraces in and about village.

Water.—From well, supply not being large, a large force would do better to camp at Lao-kai-tzü.

Fodder.—Fair grass.

Supplies.—Very small.

ROUTE No. 157—*contd.*

6 PAN-YIN-CH'IN. 10 m. 6 f. General direction east-south-east. Uphill steadily passing I-wanshui at $2\frac{1}{4}$ miles (4,350 feet) and reaching 6,000 feet at $6\frac{1}{2}$ miles. Hence more level along a spur till at 7 miles the main road, which is easier but longer, goes straight on. The route turns to the left point goes steeply down till two streams are crossed at 8 miles (5,400 feet). Hence steeply up till the top of a spur is reached at little saddle at $9\frac{3}{4}$ miles (6,300 feet). Hence nearly level to Pan-yin-ch'in (12 houses; small temple). Most of the village lies $\frac{1}{4}$ mile off the road to the left. Height 6,150 feet.

Rivers.—At 8 miles, two streams, crossed at their junction, each 5 yards \times 8 inches.

Camping ground.—Good on grass.

Water.—From a good stream.

Supplies.—Very small.

7 LAO-YING-P'AN 12 m. 4 f. General direction south-east. Through fir woods all the way. Very gradually up along the hillside passing Lan-chia-chai (1 house) at 1 mile and reaching the top of a spur at $1\frac{1}{4}$ miles (6,400 feet). From here a road goes off to the left to Ts'ao-p'i-kai. The route goes steadily down hill into a deep valley reaching the bottom at 3 miles and crossing two little streams. Hence up steadily, steep in places, passing Tsêng-chia-ts'un (10 houses and temple) at 4 miles. Here is room for a good camp. At $6\frac{3}{4}$ miles the top of the range is reached at 7,000 feet. From here the Mêng-lo (Mo-lo) plain can be seen to the right. Hence steadily down hill till a small stream is crossed at 9 miles (5,450 feet). Hence nearly level and down very gradually to the Ching-ku plain at the village of Pai-mu-ch'in (10 houses and temple). Here is good water and grazing and plenty of camping-ground. From here down to the plain, which is much cut up by deep ravines crossing the Pai-mu-ch'in Ho at 11 miles and thence over broken ground to Lao-ying-p'an (30 houses and temple). Height 4,650 feet. There is a Hsün-kuan at Lao-ying-p'an.

Rivers.—At 11 miles Pai-mu-ch'in Ho from the right, water (8 yards \times 2 feet), running in a chasm 15 yards wide and 100 feet deep. Crossed by good wooden mule-bridge.

Camping grounds.—Very large.

Water.—Good.

Fodder.—Good grazing.

Supplies.—Fairly good.

ROUTE No. 117—*contd.*

8 LUNG-T'ANG-KAI 11 m. General direction
south-south-east.

93 m.

The road is fairly level and follows down the valley of the Ching-ku Ho over broken ground, chiefly jungle with strips of fields down the side streams. At $1\frac{1}{2}$ miles the main village of Ching-ku is passed (2 temples and 50 houses). Not such good camping-grounds as at Lao-ying-p'an. At $5\frac{1}{4}$ miles is Ping-ling (25 houses) with the remains of an old wall round it. At $6\frac{1}{2}$ miles from the village of Lan-mên-shan (6 houses), the river bends round to the east, and the road crosses a spur, reaching the top at $7\frac{3}{4}$ miles (4,800 feet). From here nearly level to Ta-shui-p'ing (6 houses). Hence down till the bank of the Ching-ku Ho is reached at $10\frac{1}{4}$ miles (4,400 feet) and a side stream is crossed. Here are camping grounds for a large force on both sides of the river, but especially on the left bank. The river is fordable here in the dry weather and 50 yards wide. The village of Wei-chia-ts'un (12 houses) is on the left bank. For water and large camping ground this would be a more convenient camp than the actual village of Lung-t'ang-kai. From here up hill to Lung-t'ang-kai (12 houses and temple).

Rivers.—At 1 mile, stream from the right (15 yards \times 1 foot) in rocky bed. Wooden mule-bridge. At 10 miles, stream from the right (8 yards \times 8 inches); stone mule-bridge.

Camping grounds.—No large flat spaces; a good deal of room among fir woods.

Water.—From well.

Fodder.—Good grazing.

9 CHING-KU ... 14 m. General direction
(HSIEN). south-south-east.

107 m.

The boundary between the Districts of Ching-tung and Ching-ku is crossed directly the village is left. The road goes up and down a little over spurs and small streams which run into the Ching-ku Ho. At $1\frac{1}{2}$ miles is Ta-lan-t'ien (4 houses); here are good water and good camping grounds for a large force and good grass, but scarcely any supplies. At $4\frac{1}{2}$ miles the Ching-ku Ho is crossed at 4,150 feet. From here over a low saddle reaching the top at 4,400 feet at 5 miles, and thence gradually down a narrow valley, reaching 3,500 feet at the Shan village of Têng-ên at $6\frac{3}{4}$ miles. From here the valley widens and the road crosses the Ching-ku Ho at $7\frac{3}{4}$ miles, just above where it joins the Wei-yüan river. Hence nearly level down the Ching-ku (Hsien) plain, passing Palan-kai (12 houses) at $8\frac{3}{4}$ miles, Na-lai-p'o at 11 miles and reaching the Chinese *bazar* of Ching-ku (Hsien) T'ing at 14 miles. The town lies $\frac{1}{4}$ mile off the west. Town contains 100 houses and *bazar* 180 houses. Several temples and

ROUTE No. 157—*contd.*

monasteries Height 3,100 feet. Headquarters of a District Magistrate.

Rivers.—At $3\frac{3}{4}$ miles stream from right (15 yards \times $1\frac{1}{2}$ feet) fordable, and crossed by wooden mule-bridge. At $4\frac{1}{2}$ miles Ching-ku Ho, from the left, running in a chasm between cliffs 150 to 200 feet high. Crossed by wooden mule-bridge called Yung-an-ch'iao, 20 yards long, 150 feet above water. River unfordable owing to cliffs. At $7\frac{3}{4}$ miles Ching-ku Ho, recrossed at Man-lön, 40 yards wide, 4 feet deep. Crossed by foot-bridge. Mules cross by a ford 3 feet deep $\frac{1}{2}$ mile lower down.

Camping grounds.—Unlimited.

Supplies.—Fairly good.

ROUTE No. 158.

FROM A-LO-KAI (NEAR HSI-CH'ANG FERRY ON THE
MEKONG) TO KUNG-LANG.

22 miles.

2 stages.

Authority.—Captain H. R. Davies, February 1899.

Epitome.—A short lateral communication between Hsi-ch'ang ferry on the Mekong and the roads from Ta-li and Yün-nan Hsien to Yün Chou.

Road passable for mules, but narrow and difficult in places in stage 1.

Camping ground.—Good.

Water and Fodder.—At the intermediate stage.

Supplies.—Small.

No. of stage
and total
distance.

DETAILS.

1

HSIAO-CH'IN

... 10 m. General direction
north-west. Road
passable for animals,

10 m.

but narrow and difficult in places. From A-lo-kai (4,150 feet), the road rises steeply on to a spur at $\frac{1}{2}$ mile (4,600 feet). From here it is nearly level to $1\frac{1}{2}$ miles, and then goes gradually down, passing Ch'a-ho (2 houses) at $3\frac{1}{4}$ miles, and reaching the bottom and crossing a small stream at $3\frac{3}{4}$ miles (3,400 feet). From here up to 3,650 feet at $4\frac{1}{4}$ miles and down to another small stream at $5\frac{1}{4}$ miles (3,300 feet). Up again somewhat steeply, to San-chia-ts'un (10 houses) at 6 miles (4,100 feet). From here almost level to $6\frac{3}{4}$ miles, then down very steeply to Yang-kai ferry at $7\frac{1}{4}$ miles (3,300 feet). Here is only one house. From here nearly level, keeping near the river, sometimes in its bed, to where a stream is crossed at 10 miles. Here are paddy-fields $\frac{1}{4}$ mile square. Height 3,400 feet. P'u-man village of Hsiao-ch'in $\frac{3}{4}$ mile off to the right.

Rivers.—At 10 miles stream from the right (6 yards \times 1 foot).

Camping ground.—Good.

Water.—Good.

Fodder.—Good grass.

Supplies.—Very small.

2

KUNG-LANG

... 12 m. General direction
north-west. From

22 m.

Hsiao-ch'in paddy-fields up the Mekong to Wan-tzü (2 houses)

ROUTE No. 158—contd.

at $1\frac{1}{2}$ miles. From here a steep ascent on to a spur, the top of which is reached at a saddle at $2\frac{1}{2}$ miles (4,500 feet). From here down, passing Kou-kai (12 houses) at $3\frac{1}{2}$ miles and reaching the Kung-lang stream at 4 miles (3,500 feet). From here up along the valley, rising a little on to the hill-side, till the road descends and crosses the stream at $7\frac{1}{2}$ miles (4,100 feet). Up along the stream to $8\frac{1}{2}$ miles, then up a narrow side valley till at $8\frac{1}{2}$ miles, the road goes steeply up to the top of a spur at 9 miles (5,200 feet). From here down to the Kung-lang stream at $9\frac{1}{2}$ miles (4,800 feet), and up its valley to Kung-lang (80 houses) at 5,150 feet.

Rivers.—At $7\frac{1}{2}$ miles Kung-lang stream from the right (8 yards \times 1 foot). Crossed again three times afterwards.

Camping grounds.—Large, in paddy-plain $\frac{1}{2}$ mile wide.

Water.—Good.

Fodder.—Fair grazing.

Supplies.—Fairly good five-day bazar.

ROUTE No. 159.

FROM MĒNG-SA TO MIEN-NING (HSIEN) (via
MENG-K'U).

60 miles.

6 stages.

Authority.—Captain C. Ryder, January 1899, Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A good mule-road over an easy country.

Camping grounds.—Good, except at stages 1 and 4.

Water.—Good.

Supplies.—Fair except at stages 1 and 4.

No. of stage and total distance.	DETAILS.
1	CAMP ON NAM-HPYIT. 12 m. General direction south-east. Path fair. Path passes
12 m.	out of western gate of Mēng-sa, winds round some cliffs and up steep hill for 2 miles, then level, passing large villages of Pang-paw and Hsiao-nam-maw on right. Gradual ascent to Kang-fang (toll-house) at mile 4½, height 5,900 feet (from here to mile 11 native information). Path continues level, passing no villages till mile 11, height 6,700 feet. Steep descent to Nam-hpyit, height 5,400 feet, crossed by wooden bridge, but fordable except in rains. <i>Camping ground.</i> —Small, room for 4 tents by clearing jungle. <i>Water.</i> —Good. <i>Supplies.</i> —Nil.
2	TA-PANG-MA ... 13 m. General direction east. Path fair, continuous and generally
25 m.	steep rise. At mile 3 height 7,500 feet. Room for small camp. Rise continuous till top of range is reached at mile 5½. Height 9,600 feet. Level for ½ a mile, then steady descent. At mile 11 small camp and water. At mile 13 large Chinese village of Ta-pang-ma. <i>Camping ground.</i> —On terraced fields. <i>Water.</i> —Fair. <i>Supplies.</i> —Fair.
3	MENG-K'U ... 4 m. General direction south-east. Path good. Easy march
29 m.	down hill. At mile 1 cross small stream, then slight ascent and

ROUTE No. 159—*contd.*

descent. Last 2 miles through scrub jungle, cross Nam Mêng just before entering Mêng-k'u by wooden bridge. River 20 yards by various depths; fordable in places.

Camping ground.—Ample.

Water.—Good.

Supplies.—Good.

NOTE—This part of the route may be done in two marches by halting first day at mile 3 of stage 2.

4 T'IENT-SHENG- ... 13 m. General direction east.
CH'IAO. Path good, just after

42 m.

passing across Nam-hku 8 feet \times 6 inches, then steady ascent, but gradual and well laid out, over fir-clad, rounded hills, pass several villages on either side of road at mile 3. La-tong (on left), mile 4. Li-pê-ching (on left), mile 6. Pang-nöng (on left), mile 7. Pang-mu (on left), mile 8½. Na-sui on road, stream at mile 9, then ascent becomes steeper till small village of T'ien-shêng-ch'iao is reached (2 huts) on watershed.

Camping ground.—For 100 men scattered on small fields, height 7,200 feet.

Water.—Good, but small quantity.

Supplies.—Nil.

5 PO-SHANG ... 6 m. General direction
north-north-east.

48 m.

Path good, level for 1 mile, then gradual descent to mile 4, large Chinese village of Mêng-lung (100 houses). Path continues, slight descent over fir-clad spur to two large villages of Po-shang (150 houses). The first, the new village, contains several shops. Height 5,900 feet.

Camping ground.—Best on grassy knolls above upper village.

Water.—Good, from small stream near by.

Fuel.—Abundant.

Fodder.—Very fair grazing.

Supplies.—Ample.

6 MIEN-NING ... 12 m. General direction
(HSIEN). north. Path very

60 m.

good and fairly level; at mile 1, cross Mêng-Lai Ho by arched bridge, also at miles 3½, 4, and 9; at mile 3 Ta-shih-fang; at mile 6 Hsiao-p'u-tzū (20 houses) with Hsi-péng-chal across the river. Valley narrow, but almost continuously cultivated; at mile 7 rise of 500 feet to 5,750 with corresponding steep drop of 800 feet to village of Shuang-ch'iao or Double Bridge, so called from the fine 2-span stone

ROUTE No. 159—contd.

arched bridge below the village; end of line 10, at mile 10 enter plain, path continuing level, but roughly paved in parts passing two or three villages.

Camping ground, etc.—See Route 141, stage 13.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

From the connection between Route No. 159, stage 13, and Route No. 141, stage 13, the path continues level, but roughly paved in parts passing two or three villages. The path is a very good one, and is in red earth, to the north of the Mekong river.

ROUTE No. 159a.

FROM MIEN-NING (HSIEN) TO TA-PÊNG FERRY
(RIVER MEKONG).

35 $\frac{3}{4}$ miles.

3 stages.

Authority.—Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A connection between Route No. 159, Stage 6, and Route No. 144, Stage 13. First 2 $\frac{1}{2}$ stages, excellent mule-road, thoroughly practicable for mounted troops or mountain batteries; in the final $\frac{1}{2}$ -stage, a steep ascent, followed by a narrow precipitous path and a very long and steep descent, partly in red clay, to the level of the Mekong river.

No. of stage and total distance.	DETAILS.		
1	PO-SHANG.	... 12 m.	See Route No. 159, Stage 6, (reversed).
12 m.	2	TOU-KUO	... 10 m. 4 f.
12 m. 4 f.	General direction south-south-east. Excellent mule-		

road, put into thoroughly good order in the spring of 1917. From the lower half of Po-shang village the road crosses, by a good solid stone bridge, the river running through the rice-fields, and then reaches a fork, the right hand route going south-south-west to T'ien-shêng-ch'iao (see Route No. 159, stage 5-reversed), and the left hand to Tou-kuo. Following the latter, the path, good and broad, ascends gently for 700 feet to a fir-clad ridge, over which it undulates for 1 $\frac{1}{2}$ miles and then descends easily to another rice-field plain, the valley of a growing tributary of the river Mekong. This stream is crossed, and the road winds gently through red clay, passing 3 or 4 fair-sized Shan and Chinese villages, down the left bank, mostly above the level of the rice-fields, to the large Shan-Chinese village of Tou-kuo (120 houses. Height 5,200 feet).

Camping ground.—Restricted; single travellers might find accommodation in a small and rather dilapidated temple 300 feet above the village, approached by a steep and narrow stony path.

Water.—Excellent.

Fuel.—Plentiful.

Fodder.—Fair grazing on hill-sides.

Supplies.—Fair.

ROUTE No. 159a—*contd.*

3 TA-PÊNG ... 13 m. 2 f. General direction south-south-east.

35 m. 6 f. Fair mule-road, with steep ascent and descent. For the first $4\frac{1}{2}$ miles, the road goes gently down the narrowing valley of the stream by a well-graded mountain path; it then descends steeply for 400 feet and crosses this stream by a good stone bridge, rising on to higher ground on the right bank and descending again to re-cross it by a good covered-in timber bridge of 60 feet span at Na-p'o (mile $6\frac{1}{2}$). Continuing along the left bank for $\frac{1}{2}$ mile it again re-crosses the stream by a solid plank bridge and shortly after commences the steep ascent from the boundary between the Districts of Mien-ning and Lan-ts'ang (formerly Chên-pien), by a path which in places is shockingly narrow, with a sheer drop of 800 feet or more on the left-hand side, to the top of the lofty fir-clad range towering above the right bank of the Mekong. This is traversed for a mile at an elevation of 7,500 feet, and the track then descends steeply for 3 miles through scoured-out red clay to the level of the River. The last $\frac{1}{2}$ mile is over a rocky path, swampy in places, down the edge of the river to Ta-pêng village (15 houses and 2 inns kept by Chinese—height 2,750 feet). Here the road joins up with Route No. 144, Stage 13.

Camping ground.—Very restricted.

Water.—Excellent.

Fuel.—Abundant.

Fodder.—Hardly any.

Supplies. Very scanty.

ROUTE No. 160.

FROM MIEN-NING (HSIEN) TO CHING-TUNG
(HSIEN) (via KA-LI-KAI FERRY).

118 miles.

10 stages.

Authority.—Captain C. Ryder, January 1899.

Epitome.—Fair mule-road, but narrow and badly paved in places in stages 5 and 9.

The road rises to the Salween-Mekong watershed (7,700 feet) in stage 1 and then descends, steeply in places, to the Mekong, which is crossed at the important ferry of Ka-li in stage 3. The road then crosses broken, fairly-wooded country intersected by fordable streams, and in stage 8, descends to the Pa-pien valley, passing thence on the level to the town.

Camping grounds.—Good except at stages 2, 4, 6, 7, and 8.

Water.—Ample throughout.

Supplies.—Small except in the last two stages.

No. of stage and total distance.	DETAILS.	
1	PANG-YAO	... 11 m. General direction east. Path fair across plain and up side cultivated valley to mile 3, crossing Mêng-lai Ho at mile 1 by narrow wooden bridge, but river, 30 yards wide by 2 feet, is fordable; then steady rise to Mekong-Salween watershed at 7,700 feet at mile 7. Path steep in parts, level for a short distance, then very gradual descent to mile 10½, when descent becomes very steep to stream at mile 11. Height 6,000 feet. <i>Camping ground.</i> —Near stream or at small village of Ho-pien-ts'un, ½ mile further on. <i>Water.</i> —Good. <i>Supplies.</i> —Small.
11 m.		
2	PANG-P'O	... 14 m. General direction east. Path fair. Steady rise to mile 1, vil- lage Lan-pa-ts'un, then level along hill-side for a mile passing two or three small villages; ascent recommences till top of ridge is reached (7,600 feet) at mile 4½. Steep descent to mile 5, then fairly level to mile 8, steep descent to mile 9, stream crossed by wooden bridge 10 yards long, then up hill to mile 10 village of Ta-
25 m.		

... 14 m. General direction east.
Path fair. Steady rise to mile 1, village Lan-pa-ts'un, then level along hill-side for a mile passing two or three small villages; ascent recommences till top of ridge is reached (7,600 feet) at mile 4½. Steep descent to mile 5, then fairly level to mile 8, steep descent to mile 9, stream crossed by wooden bridge 10 yards long, then up hill to mile 10 village of Ta-

ROUTE No. 160—*contd.*

man-nung; ascent continues to 5,750 feet at mile 12, then level to Pang-p'o, 10 houses. Very good house. Height 5,800 feet.

Supplies.—Good.

3 KA-LI-KAI (ON ... 9 m. General direction
MEKONG). north-east. Path
fair. Main road,

34 m.

which is longer, keeps fairly level with gradual descent to Pang-tung-kai at mile 5; road then turns down long spur, keeping fairly level to mile 7, when steep descent leads down to Mekong, which is here 100 yards wide, and crossed by one large punt. Height 2,900 feet.

Camping ground.—Camp on further side at village (20 huts) of Ka-li-kai.

Supplies.—Fair on fields. Good house.

4 HUANG-LIU. 13 m. General direction
WAN. north-east and then
east. Path fair.

47 m.

Ascent commences at once, but after Ma-li-shu, at mile 1, becomes very gradual. Pan-ch'in is passed at mile $4\frac{1}{2}$, and highest point 5,600 feet is reached at mile $7\frac{1}{2}$. The path is then fairly level for short distance, descent gradual to mile 11, then steep, crossing small stream, then up hill for $\frac{1}{2}$ mile to village of Huang-liu-wan (10 huts).

Camping ground.—Small on terraced fields.

5 HUAN-HSI (14 13 m. General direction east.
TS'AO-P'I KAI Path moderate and
valley). narrow. Very slight

60 m.

descent for first 2 miles turning into the valley of the Kai-p'ai-Ho, then gradual ascent, also very slight to $4\frac{1}{2}$ miles, Hsia-ta-shih-t'ou (4 huts). Then up and down, crossing the Kai-p'ai Ho at mile 5 (6 yards \times 1 foot). Another up-and-down, recrossing the nullah at mile 6, just below the village of Shang-ta-shih-t'ou. The path then follows the valley up to mile 7 (path bad here, getting lost amongst paddy-fields), then steep ascent, rising 2,000 feet to watershed at 7,200 feet, mile 9. Descent gradual for 1 mile to Huang-ching, mile 10. Descent continues down the valley crossing stream twice. Enter plain at mile $12\frac{1}{2}$. Huan-hsi, village in three or four bits. Height 5,200 feet.

Camping ground.—On broad, bare spur, ample room at mile 13.

Supplies.—Fair, as this is a fairly cultivated valley.

6 AI-TZŪ-CHIO ... 10 m. General direction
north-east. Path
fair. Up long nar-

70 m.

ROUTE No. 160—*contd.*

row cultivated valley level to mile 4, cross main stream (fordable) by 2-span wooden bridge, then up hill, but only rise of 400 feet to watershed at mile 5½; then down a rocky valley which becomes well cultivated lower down. Several Lo-lo villages on either side at mile 8. Village Kuei-hua-chia at mile 10. Several large villages on right side of valley.

Camping ground.—Small on banks of the rocky *nullah* Kuei-hua Ho, Ai-tzū-chio being the headman's village. Height 4,350 feet.

Water.—Good.

Supplies.—Only rice.

7	SHUANG-CH'IN	13 m.	General direction
	CHAI.		north-east, then
83 m.			east, then north.

Path fair. Down valley crossing *nullah* twice. San-chia-ts'un (small village) at mile 2, and Yin-tê-ta-ts'un (large village) at mile 2½. Cross another stream, then slightly up hill to top at 4,500 feet, mile 5; down hill to plain at mile 6. Mêng-t'ung (1 mile to south) is the principal village. Cross Mêng-t'ung Ho (60 yards×2 feet, slow current) by narrow bamboo bridge (river fordable in January 100 yards below bridge). Up the valley to mile 7½, passing P'ing-ti village. Turn up over grassy fir-clad spur, crossing stream (5 yards×1 foot) at mile 9. At mile 10 Nan-wa-chai (2 houses) is passed, then rise of 300 feet and level to mile 13, passing one small village on opposite side of valley and camping at the second Shuang-ch'in-chai. Village opposite side of stream. Height 4,600 feet.

Camping ground.—Small.

Water.—Good.

Supplies.—Nil.

8	NAN-YA	10 m.	General direction
			north-east.
93 m.			Path

fair. Cross stream directly after starting, then gradually up hill to mile 2, Kan-ching-fang (2 houses), and mile 3, Wan-ting. Ascent continues, interspersed with level bits, to Cho-shan-shao (2 houses), height 6,400 feet, mile 6, then round a hill, and down hill to Wa-ku at mile 8. Height 5,500 feet. Descent not continuous, but ending rather steeply at Nan-ya (8 houses), mile 10. Height 4,950 feet.

Camping ground.—Small on the Nan-ya Ho (10 yards×6 inches).

Water.—Good.

Supplies.—Rice.

ROUTE No. 160—*contd.*

9 YU-KUAN-YIN ... 13 m. General direction

106 m.

north-east, then
north-west. Path

fair at first but in valley it is paved and out of repair. Slight up hill to mile 2 (height 5,600 feet), Ta-ch'a-lu (2 houses), then level amongst pine trees to mile 4, descent to plain at mile 6 (height 3,800 feet), turn up valley. Path level crossing alternately long, bare, low spurs and strips of cultivation. Villages numerous. Pass Chan-tê at mile 7, and Ta-chai-ti at mile 9½, Lung-shan-ko at mile 10½. Camp at Yu-kuan-yin, mile 13.

Camping ground.—On bare spur.

Supplies.—Plentiful in valley.

10 CHING TUNG ... 12 m. General direction
(HSIEN). north-west. Path

at first much out of repair, badly paved, level to Ts'ung liang-kai, mile 6 (big bazar); then up over low broad, fir-clad spur which completely closes the valley. It is called K'ung-ch'io-shan. Path descends to valley again and continues level to Ching-tung, mile 12—Headquarters of a District Magistrate.

Camping ground, etc.—See Route No. 155, stage 9.

ROUTE No. 161.

FROM MIEN-NING (HSIEN TO CHÊN-YÜAN (HSIEN)
(via MA-T'AI FERRY).

79 miles.

7 stages.

Authority.—Captain L. D. Fraser, April 1900.

Epitome.—Good mule-road, but rough in the Mekong valley and narrow in places in stage 7.

Passing into the Mekong valley in stage 1, the road descends to the river which is crossed at Ma-t'ai ferry in stage 3. The road then ascends fairly easily through thinly-wooded country, crossing several valleys watered by fordable streams, and in the last stage runs through a narrow gorge, commanded on both sides by hills.

Camping grounds.—Good throughout, though rather scattered at stage 5.

Water.—Ample.

Supplies.—Poor.

No. of stage and total distance.	DETAILS.		
1	CHIH-HO-SHU	8 m. 4 f.	General direction south-east.
8 m. 4 f.	Good mule road, paved in places, in fair condition. Traversing the east suburbs of the town the road passes across a paddy plain to the Mêng-lai Ho and, crossing to the right bank at $1\frac{1}{2}$ miles, mounts fairly easily up the hills bordering the east of the plain which forms, at this point, the watershed between the Salween and Mekong basins. Reaching the crest at $6\frac{1}{2}$ miles the road runs along the summit for a mile, descending easily, and then turning east follows a spur, thrown out from the main ridge, to the village.		
	The Mêng-lai Ho is 33 yards wide, $2\frac{1}{2}$ feet deep with sandy bed and moderate current. Left approach good. Right narrow through wet paddy-fields. Crossed by a three-span, semi-circular arch, stone bridge, 37 yards long, 9-foot roadway, stone buttresses.		
	<i>Camping ground.</i> —At the village for a brigade.		
	<i>Water.</i> —South of the village.		
	<i>Supplies.</i> —Nil.		
2	MA-T'AI-CHANG ...	11 m.	General direction east.
19 m. 4 f.	Road in good condition (paved or corduroy in places).		

ROUTE No. 161—*contd.*

After running level along the ridge for $2\frac{1}{2}$ miles the road commences to descend easily to the valley of the Mekong. At $7\frac{1}{2}$ miles a fairly steep descent of 1,000 yards is made and, passing through Ma-t'ai-ts'un at $8\frac{1}{2}$ miles, the road descends fairly easily at first along a narrow ridge and then skirting the hill-side overlooking the deep valley of the Man-ting Ho. Reaching a ridge overlooking the Mekong at $10\frac{1}{2}$ miles the road winds fairly easily down the hill-side to the village.

The road down to Chiang-pien the village at the ferry is in a very bad condition; at the ferry are extensive camping grounds.

Camping ground.—At Ma-t'ai-ts'un for 500 men.

3	TA-LU-PIEN ...	10 m. 2 f.	General direction east. Rough ascent from the Mekong valley;
29 m. 6 f. afterwards good mule-road.			

Crossing to the left bank, the road skirts the river for 2,000 yards and then mounts a rough stony spur, ascending steeply for 750 yards and then fairly easily with occasional short steep gradients. Reaching its highest point at $4\frac{1}{2}$ miles the road descends fairly easily to a small stream, and crossing a rather steep spur, descends at $6\frac{1}{2}$ miles to a small valley, and at $7\frac{1}{2}$ miles winds easily up a long spur to the village.

Camping ground.—For a brigade in the valley at $6\frac{1}{2}$ miles and at Ta-lu-pien.

Supplies.—Nil.

4	CAMP IN THE MÈNG-LO HO VALLEY	10 m. 2 f.	General direction east- north-east. Gene- rally good mule- road but soft in places. The road continues to wind up the spur, being narrow in places but passable for transport. Reaching the summit at $3\frac{3}{4}$ miles, the road descends easily and at 6 miles fairly steeply for 500 yards to Shih-lung and, crossing the stream of the same name, follows the left bank until it joins the Mêng-lo Ho. The road follows the stream, ascending gently in the valley, which is largely cultivated, to the camp.
40 m.			

The Shih-lung Ho is a rocky torrent 8 yards wide, 1 foot deep, with stony approaches.

The Mêng-lo Ho, which is crossed and recrossed several times, is 12 yards wide, 1 foot deep, with moderate current; bed of large stones 30 yards wide and good approaches.

Camping ground.—For a brigade in the Mêng-lo valley.

ROUTE No. 161—*contd.*

5 CH'IH-LUNG-KAI (HSING-LUNG-KAI). 13 m. 6 f. General direction north-east. Good mule road, paved in paces.

The road continues to ascend the valley, crossing the stream several times and at $2\frac{3}{4}$ miles runs along the hill-side on the left bank, passing Shan-cha-ts'un at $3\frac{1}{4}$ miles and Chin-ts'un at 4 miles. Reaching the head of the valley at $7\frac{1}{4}$ miles the road passes through Lao-ya-po, $\frac{1}{2}$ mile beyond, and descends easily to the valley of the Tien-kuan Ho, skirting the right bank of the stream. Reaching Tien-kuan at $9\frac{1}{2}$ miles, situated in a small paddy basin, the road ascends a narrow valley watered by a small tributary, and reaching a col at $10\frac{1}{2}$ miles, descends to the narrow valley of the Nan-miao Ho. The road descends easily along the left bank for 2 miles when it crosses the stream and descends through paddy-fields. Recrossing to the left bank at $12\frac{3}{4}$ miles, a road branches off north-west to Ka-li-kai ferry, whilst the route itself descends easily to the village, which is situated at the entrance to a cultivated plain, $\frac{3}{4}$ mile wide. The streams crossed *en route* form no obstacle to transport. The Nan-miao Ho at the crossing at $12\frac{3}{4}$ miles is spanned by a wooden bridge, 18 yards long with 6-foot roadway plank flooring and stone buttresses.

Camp at Shan-cha-ts'un for a brigade on the plateau surrounding the village. At Chin-ts'un for 400 men. The plain in which Ch'ih-lung-kai lies is largely under irrigation, otherwise accommodation would be extensive.

Camping grounds.—Could be formed for about 500 men each in the vicinity of the numerous villages scattered about the plain.

Supplies.—Small.

6 MAN-TI ... 12 m. 4 f. General direction east-north-east. Good mule road with easy gradients.

Crossing the Tang-cha Ho, the road passes through paddy-fields to the hills bordering the east of plain, and ascends easily on a long spur. Passing Man-pa at $3\frac{1}{4}$ miles the summit is reached at $5\frac{1}{2}$ miles and the road winds easily down the hill-side, passing Man-ai at $10\frac{1}{2}$ miles. After a rather steep descent of 150 yards, the road runs easily along a spur to a cultivated plain, and, crossing a small stream, reaches the village.

The Tang-cha Ho is 20 yards wide, $1\frac{1}{2}$ feet deep, with moderate current and bed of small stones, 32 yards wide. Right approach good; left narrow, through wet paddy-fields.

ROUTE No. 161—*contd.*

Camping grounds.—Accommodation in the plain around Man-ti is extensive if the fields are not under irrigation. Otherwise for 500 men in the vicinity of the village.

Supplies.—Poor.

7 CHÊN-YÜAN ... 12 m. 2 f. General direction
(HSIEN). south-east by east.
78 m. 4 f. Generally good mule-
road but narrow in places.

The road descends to the right bank of the Mêng-tung Ho, which it skirts and, crossing the left bank at $1\frac{1}{2}$ miles, winds easily along the hill-side overlooking the stream. Passing Liang-li-chai, the road ascends easily up a narrow defile for $2\frac{1}{2}$ miles by a narrow and occasionally stony path, when the hills open out and the road ascends gently to the head of the valley at $6\frac{1}{2}$ miles. After a short descent through paddy-fields, the road crosses an easy spur, and ascends to the Nan-ch'iao Ho, which is reached at $8\frac{1}{2}$ miles. The road runs along the bed of the stream, which is stony in places, for $2\frac{1}{2}$ miles, when it winds up the hill-side skirting the left bank, to the town.

The Nan-ch'iao Ho is 10 yards wide, $\frac{3}{4}$ foot deep, with bed of large stones, 20 to 30 yards wide. Good approaches.

Camping ground.—Anywhere in the plain of the Nan-ch'iao Ho for a brigade.

ROUTE No. 162.

FROM MONG-NYIM-TAU (HSIA-MENG-YIN) TO
SHUANG-CHIANG FERRY (MEKONG).

28 miles. 3 stages.

Authority.—Captain C. H. Turner, March 1900.

Epitome.—A small branch road from the main road from Kun-long ferry to Ssū-mao, leading to a little-used ferry. A fairly good mule-road over undulating country with some steep gradients.

Camping grounds.—Small.

Water.—Good.

Fodder.—Grazing scarce.

Supplies.—Small at both stages.

No. of stage and total distance.	DETAILS.	
1	MÖNG-NYIM-NÖ ...	6 m. See Route 146, Stage 12.
6 m.	2	PANG-YIN ... 7 m. 4 f. General direction east.
13 m. 4 f.		

Leaving Mōng-nyim-nō the road crosses the Mōng-nyim (here 25 yards wide by 1½ feet deep) by a foot-bridge and ford and follows up a low spur through thin scrub jungle skirting the paddy-plain; at 2 miles the road drops into the bed of the Hsiao Ho, a small stream, 10 yards wide and 6 inches deep, and follows up the stream, crossing and recrossing it for half a mile. At 2½ miles the road leaves the bed of the stream and ascends somewhat steeply to 3 miles and then crosses over undulating country with a slight descent to a saddle at 4 miles. Here a small camp could be made in old paddy fields. The road now ascends steeply to Kēng-pang (30 houses) at 4½ miles, and passing the village ascends by easy gradient to 6 miles. Here a road from Mōng-nyim-tau joins in and the road follows along the ridge of the main spur with a well-cultivated valley on either side.

Camping ground.—For 100 men in the bamboo grove west of the village.

Water.—From a well.

Fuel.—Scarce.

Fodder.—Grass scarce.

ROUTE No. 162—*contd.*

3 SHUANG-CHIANG 14 m. General direction
FERRY. north-east.

27 m. 4 f.

From the village the road runs up the side of a broad, well-cultivated valley and at 2 miles crosses over a spur and a small irrigation stream. The road now ascends with steady gradients to a small camping-ground called Ta-k'ou at $3\frac{3}{4}$ miles, a grassy basin with 2 good streams. Wood plentiful. The road now ascends and at $4\frac{1}{4}$ miles passes through a belt of big tree jungle, and then continues level along the hill-side to 5 miles, when it descends a long spur to a small camping-ground on grassy flat at 6 miles. Room for 50 men; crossing a stream, the Pang-ching Ho, which is the last water passed on the march, the road ascends steeply to 7 miles, and then follows along the main ridge descending to a narrow saddle and ascending again at 8 miles. Hence the road descends with easy gradient through scrub-oak jungle to $9\frac{1}{2}$ miles, and then more steeply down a well-defined spur through pine-tree jungle to Ch'uan-chia, a small Chinese village of 10 houses at 13 miles. Hence the road drops very steeply by a succession of zig-zags to the Mekong valley. Height of ferry 2,500 feet. There are a few Shan huts and a Chinese trader's house at the ferry.

Camping ground.—Not good except on the sandy shore. At the ferry there is one flat-bottomed boat, taking 20 loads or 10 mules. Mules can be also swum across.

ROUTE No. 163.

FROM MÖNG-NYIM-TAÜ (HSIA-MÊNG-YIN) TO
LAN-TS'ANG (HSIEN) (FORMERLY CHÊN-PIEN).

57 miles.

7 stages.

Authority.—Captain C. H. Turner, March 1900.

Epitome.—A fair mule-road, level for a stage, then steep for three stages, after which it passes over undulating country. No large streams crossed *en route*.

Camping grounds.—Good, at stages 4 and 6; otherwise small.

Water.—Scarce at stage 1; otherwise ample.

Supplies.—Small throughout.

No. of stage and total distance.	DETAILS.		
1	WAN-HPAI (5,300').	... 11 m.	General direction south-south east.
11 m.	The road is nearly level throughout. Leaving the town the Nam-nyim is crossed 25 yards by 1½ feet and the road crosses some low spurs. At 1¼ miles a tributary of the Nam-nyim is crossed (6 feet by 6 inches) and at 2 miles the Nam-paw, 20 feet by 1 foot. At 3½ miles the road passes Nok-nan, a Shan village of 30 houses, and then circles round the east flank of Man-lai and at 6 miles passes through Möng-nyim-nö. Leaving the town the Nam-I is crossed (6 feet by 6 inches) just outside the town and at 6½ miles the Nam-hka (6 feet by 6 inches). The road now ascends an incline steep at first, then more gradual. At 8 miles two trees are passed close together; from here the three villages of Nan-ya are visible across the valley to the west. There is a Chinese fort in the middle village.		
<i>Camping ground.</i> —At 11 miles. On the right of the road; for 200 men.			
<i>Water.</i> —In dry weather the water-supply is rather scanty.			
2	TO-I-LING, (5,600').	... 8 m.	General direction south. Fairly steep
19 m.	ascents. At ¾ miles pass Pa-lan village. At 2 miles there is a possible camping-ground on a small col, water being obtained from nullahs on either side. At 3 miles a road branches off to Ch'üan-lo to the east, which is said to be one day's march from Chang-fêng, a big Chinese town		

ROUTE No. 163—*contd.*

under a Chinese official. At $3\frac{1}{2}$ miles another road branches off to Chang-fêng. At 5 miles the three small villages of To-i-ling can be seen across the valley to the south. The road now descends by steep gradient and crosses the Chiang-ko, 15 feet by 1 foot, at $6\frac{1}{2}$ miles, and follows up a small tributary to 7 miles, and then ascends the hill-side to To-i-ling, which is reached at 8 miles.

Camping ground.—Good, in the paddy-fields $\frac{1}{4}$ mile south of the village.

Water.—Fair water-supply from small hill stream.

3 SHIH-P'ING, ... 7 m. General direction
(5,600'). south-south-west.

26 m.

Steep ascent for first $2\frac{1}{2}$ miles through jungle to 7,500 feet and then a steep and long descent commences and continues to $6\frac{1}{4}$ miles. Here a small irrigation stream is passed, and the road still descending by easy gradient reaches Shih-p'ing at 7 miles. A small Chinese village built on a saddle, and a small camp can be made on the top of the ridge north of the village.

Camping ground.—For 150 men.

Water.—From two wells in the village.

4 NAN-CHING- 10 m. 4 f. General direction
WAN, (4,900'). south. Leaving

36 m. 4 f.

Shih-p'ing the road ascends with easy gradient. At $\frac{3}{4}$ mile a road branches off south-east to Ma-la-chang. The road then descends and crosses a small stream at 4,850 feet. From here steady ascent in a westerly direction over a spur 5,300 feet and then descend in a southerly direction crossing several small streams. At $4\frac{3}{4}$ miles there is a good camping-ground for 200 men on old cultivation. At $5\frac{1}{2}$ miles the Hsiao-hei-chiang, or Nam-kan, here 30 yards wide, 3 feet deep, is crossed by a wooden mule-bridge. There is a small camping-ground on the left bank with room for 100 men; 3,400 feet. The river here flows through a narrow, wooded valley. Leaving the river there is a steady ascent, very steep at first, to the top of the ridge at $9\frac{1}{4}$ miles, 5,650 feet, a short descent then reaches Nanching-wan at $10\frac{1}{2}$ miles.

Camping ground.—Ample in paddy-fields.

Water.—Supply good.

5 JUNGLE CAMP 7 m. 4 f. General direction
BEYOND LAO- south-south-west.

44 m.

MIN.

The road goes westward winding through low hills. At $3\frac{1}{4}$ miles Tien-pa, a Chinese village of 50 houses is passed. At 5 miles a Chinese fort is passed, and at $5\frac{3}{4}$ miles Htun-sa village is passed and the main road to

ROUTE No. 163—*contd.*

Ssü-mao branches off to the south-east. At $6\frac{1}{4}$ miles Lao-min village is passed.

Camping ground.—At $7\frac{1}{2}$ miles for 100 men.

Water.—Supply fair.

6	MÊNG-LANG, (3,450').	... 8 m.	General direction south-west. Road descends gradually.
---	-------------------------	----------	--

52 m.

At 2 miles an A-k'a village of 26 houses is seen across the valley to the right. At $3\frac{1}{2}$ miles the descent becomes steeper to the Hka Ho, which is crossed at 4 miles, 8 feet by 1 foot. The road now ascends, crossing a small stream at 6 miles and passing Yi-khong village at 7 miles. Mêng-lang situated on the eastern edge of an extensive valley is reached at 8 miles.

Camping ground.—

Water.—

} Ample for any number.

Supplies.—Obtainable in small quantities; a fifth-day bazar is held here.

7	LAN-TS'ANG (HSIEN) (4,950').	4 m. 6 f.	General direction east- north-east. Leaving the Shan village,
---	---------------------------------	-----------	---

56 m. 6 f.

the road crosses the paddy-fields, and passes through the Chinese village and the old Chinese post now in ruins, and skirts the paddy-fields; at $\frac{3}{4}$ mile Ta-tien village is passed and at $1\frac{1}{4}$ miles the Ta-tien Ho, here 6 feet by 6 inches, is crossed; a good camp could be made here for 100 men. At $1\frac{3}{4}$ the Sang-cha Ho, 6 feet by 6 inches, is crossed. The road now ascends with steep gradient for $\frac{1}{2}$ mile, then somewhat easier to the top of the ridge at 3 miles, 4,650'. At $3\frac{1}{2}$ miles the road enters the valley of Lan-ts'ang (Hsien), the post being visible $\frac{3}{4}$ mile away to the north-east across the valley. The road winds along the southern side of the valley and at 4 miles crosses a narrow saddle, 5,050 feet, and then descends by easy gradient to Lan-ts'ang (Hsien) at $4\frac{3}{4}$ mile, the entry to the town being by a rough rocky ascent. Lan-ts'ang (Hsien) is the headquarters of the district; from here there is a main trade route to Ssü-mao.

Camping ground.—At $4\frac{1}{2}$ miles for 150 men if a field above the road is utilized.

Water.—From a small stream.

Fodder.—Grass scarce.

Fuel.—Plentiful.

Supplies.—Nil.

ROUTE No. 164.

FROM MÖNG-NYIM-TAŪ (HSIA-MÊNG-YIN) TO
MENG-LIEN (MÖNG-LEM) (via PANG-NAW-
CHAI).

83 miles.

8 stages.

Authority.—Captain C. H. Turner, March 1900.

Epitome.—Fair mule-road, rough and narrow in places, particularly in the first three stages, passing over undulating country with stretches of cultivation.

Camping grounds.—Good at stages 1, 2, 6 and 8.

Water.—Good throughout.

Supplies.—Poor.

Fodder.—Good grazing at stages 4 and 5.

No. of stage and total distance.	DETAILS.
1	MANG-HKAM 7 m. 4 f. For first part of stage OR NA-LONG. vide Route 163, Stage 1.
7 m. 4 f.	Leaving Möng-nyim-nö the road passes down the Chinese street and passes out of the south-western gate; the road is paved and very rough, passing over undulating open country. At 6½ miles the Nam-i flowing in a shallow, sandy bed is crossed, and the road then crosses a low spur and descends to the Nam-nyim, which is crossed at 7½ miles.
<i>Camping ground.</i> —On level ground below Mang-hkam village on the left bank of the Nam-nyim.	
2	ANG-KANG ... 10 m. 4 f. General direction (6,050'). south-south-west.
18 m.	The road follows the bed of the Nam-nyim for the first ¼ mile, and then follows the left bank, passing several small camping-grounds; a good road with gentle ascent. At 1½ miles a good camping-ground can be made on grassy terraced fields above the junction of the Nam-nyim and the Nam-law. At 2 miles the Nam-nyim is crossed at its junction with the Nammöng. The road then follows up the dividing spur with a steady ascent to Wan-p'ing, a small Chinese village at 4½ miles, 4,450 feet; at 5¾ miles, Wan-p'ing main village on the saddle of the spur 20 houses (no camping-ground) is reached. From here the road is fairly level to 7 miles and then descends

ROUTE No. 164—*contd.*

a steep gradient to the Nam-nyim at 8 miles, the last $\frac{3}{4}$ mile being very rough and bad; passing the Nam-nyim, here 10 feet by 1 foot, the road ascends by steep gradient for $2\frac{1}{2}$ miles to Ang-kang village, at $10\frac{1}{2}$ miles. Ang-kang is the head village of a group of some seven villages, La-hu and Chinese; the latter are all Hunanese.

Camping ground.—In the village itself on a cultivated field; there is an inn of sorts where a single traveller could obtain shelter.

Supplies.—In small quantities are obtainable.

3	SHIH-P'ING	...	14 m. 4 f.	General direction
	(5,650').			south-south-east.

32 m. 4 f. Leaving Ang-kang the road ascends for $\frac{3}{4}$ mile and crosses a ridge, 6,350 feet, and then descends into the Hei-ho valley, and follows along the northern slopes passing through patches of cultivation; at $2\frac{1}{2}$ miles Fu-yung village is reached, La-hu, 80 houses, and at $3\frac{1}{2}$ miles Nang-pang, another small La-hu village is passed, 6,150 feet. From here there is an easy descent thorough cultivation to $4\frac{1}{4}$ miles, 5,500 feet and then a very steep descent to small stream at $5\frac{3}{4}$ miles, 4,150 feet. Crossing the stream the road crosses a succession of small spurs and descends to the Hei Ho at 7 miles, 3,750. Here there is plenty of room to encamp on paddy-fields. The road now bears south-east and, crossing a low spur, descends into the valley of a large tributary stream of the Hei Ho which flows down from Shih-p'ing. Crossing the stream the road ascends and passes under a collection of La-hu villages, the road being very steep and rough. The road now follows along the upper slopes of the valley with steady ascent all the way to Shih-p'ing, which is reached at $14\frac{1}{2}$ miles.

Camping ground.—North of village for small party, on the ridge.

Water.—From 2 wells in the village.

4	MU-NAI	...	11 m. 4 f.	For a description of this stage up to mile 10, <i>vide</i> route No.
---	--------	-----	------------	--

44 m. 163, stage 4. At 10 miles the road to Mu-nai branches off to the south-west, leaving Nan-ching-wan village on the left. At $10\frac{1}{2}$ miles the road turns west down a rocky gorge and at 11 miles it debouches on to the Munai plateau, an undulating plain interspersed with precipitous rocky knolls. Mu-nai comprises some five hamlets; the population is chiefly La-hu with a few A-kas and some Chinese, number of houses about 60.

Camping ground.—Ample and good on grassy land.

Water.—Good.

ROUTE No. 164—*contd.**Fodder.*—Very good grazing.*Fuel.*—Plentiful.*Supplies.*—In small quantities are obtainable.

5	PANG-NAW-	...	12 m.	General	direction
	CHAI (5,350').			south-west.	

56 m.

Leaving M u-n a i village, a paved road is followed for a short distance and then the road ascends a low ridge and follows along the crest through cultivated ground. At $2\frac{1}{2}$ miles the road descends to 4,600 feet; at 3 miles, where a grassy valley is crossed, the stream flowing underground; at $3\frac{3}{4}$ miles there is a steep ascent over a rocky ridge 2,500 feet; at 4 miles there is a steep descent down a rocky gorge to the bottom of the valley at $4\frac{1}{2}$ miles, 4,600 feet. At $4\frac{3}{4}$ miles there is a possible camp for 150 men, water being obtained from a small stream which requires digging out. From here there is a steady ascent to $5\frac{1}{2}$ miles and then level to 6 miles; here 100 men could encamp in terraced paddy-fields. The road now descends with easy gradient to $7\frac{1}{2}$ miles where a small stream is crossed, said to be the boundary between Hsi-ming and Lan-ts'ang (Hsien). From the stream there is a steep ascent to 5,500 feet at $7\frac{3}{4}$ miles; at $8\frac{1}{4}$ miles a small stream is crossed and there is another steep ascent to 6,100 feet at 9 miles. Then a gentle ascent to Man-tung camp at $9\frac{1}{2}$ miles. Here 100 men can encamp; water-supply rather scanty, being obtained from a small spring on the road. From the camp the road descends easy gradient crossing a small stream at 10 miles, then level along the hill-side to 11 miles; here the road to Pang-naw-chai branches off to the left; the village is reached at $11\frac{1}{2}$ miles. Pang-naw-chai is a small La-hu village of 40 houses.

Camping ground.—Below the village on the hill-side for 150 men.

Water.—From well and small stream.*Fuel.*—Plentiful.*Fodder.*—Grass plentiful.*Supplies.*—Nil.

6	MÊNG-YIN	...	9 m. 4 f.	General	direction
	(3,500').			south. General des-	

65 m. 4 f.

rough and narrow. At 3 miles the Nam-lwi is reached and the road follows down the stream crossing and recrossing it, and occasionally ascending to some height above the stream and then descending to the river bank. At $9\frac{1}{2}$ miles Mêng-yin is reached, a fair-sized Shan village.

Camping ground.—Good, in the paddy-fields opposite the village, and another $\frac{1}{2}$ mile below the village where there is an independent water supply.

ROUTE No. 164—*contd.*

7 CHENG-HIN ... 6 m. General direction
(3,300'). south-south-west.
71 m. 4 f. The road follows down
the valley; a good road throughout. At 6 miles Cheng-hin is
reached, a fair-sized Shan village, a few supplies being obtainable.

Camping ground.— $\frac{1}{2}$ mile below the village on the right bank
of the Nam-lwi, where a small stream issues from the hill-side.

8 MÈNG-LIEN 11 m. 4 f. General direction
(MÖNG-LEM). south-west.

83 m. Leaving the camp the
road crosses the Nam-lwi, passes over undulating country, and
then recrosses the stream, which is followed for a short distance:
the road then ascends by an easy gradient passing through some
hill cultivation and descends into the Man-hkai paddy-fields at
7 miles. Here a good camp can be made opposite the village
under big banyan tree. Leaving Man-hkai, the road crosses a
small stream and then passes over undulating country covered
with small tree-jungle. At 1 mile the Nam-lwi is crossed, here
20 yards wide by $1\frac{1}{2}$ feet deep, and the road continuing over rough
undulating country reaches Man-kong, a suburb of Mèng-lien,
at 4 miles; passing Man-kong, the Nam-lwi is reached at $4\frac{1}{2}$ miles,
which is crossed by a wooden trestle bridge now in a bad state of
repair. Mules can ford the river just below the bridge; here the
river is 50 yards wide and $2\frac{1}{2}$ feet deep.

Camping ground.—Ample ground on either bank of the river.

Supplies.—Obtainable; a fifth-day bazar is held at Man-kat,
a small village $\frac{3}{4}$ mile to the east of Möng-lem (Mèng lien) on the
left bank of the Nam-lwi.

ROUTE No. 165.

FROM CHING-KU (HSIEN) (FORMERLY WEI-YÜAN) TO P'U-ÊRH (HSIEN).

54 miles.

5 stages.

Authority.—Captain H. R. Davies, April 1895.

Epitome.—A good mule road. After crossing the watershed of Mêng-nai Ho, the route descends to the stream in stage 2, and then crosses undulating country to the Hsia-sa Ho. After a steep ascent of 1,600 feet in stage 5, the road ascends to the town.

Camping grounds.—Good.

Water.—Ample.

Fodder.—Good grazing, except in stage 1.

Supplies.—Small except at P'u-êrh.

No. of stage
and total
distance.

DETAILS.

1	NUAN-LI	... 14 m.	General direction south-east. The road crosses the Ching-ku (formerly Wei-yüan) River and then begins a steady ascent from the level of the plain at 3,100 feet, till the top of the range is reached at 6½ miles (6,200 feet). From here the road descends passing Lung-t'an (Chinese), 6 houses at 8 miles. Here room can be found to camp, and water and grass are to be had. The road goes on down to the saddle which divides the K'o-li Ho from the Nuan-li Ho (5,150 feet), and from here goes on down a spur passing Yen-tien (8 houses) at 11 miles, and reaching the bottom at the junction of two branches of the Nuan-li Ho at 11½ miles. From here the road is nearly level to Nuan-li (16 houses, Chinese). Height about 4,200 feet. A small official rest-house.
---	---------	-----------	---

Rivers.—At ¼ mile Ching-ku (formerly Wei-yüan) River from the left, 80 yards wide 3 feet deep, running with a slow current in a sandy bed 120 yards wide. A temporary wooden mule-bridge in the dry season, which is carried away when the water rises in May. In the rains it is crossed by boat. There is one boat which could hold 6 mule-loads.

Camping ground.—Round village.

Supplies.—Small of paddy and rice.

2	MÊNG-NAI	8 m. 4 f.	General direction east. From Nuan-li, 4,300 feet, the road goes
---	----------	-----------	---

22 m. 4 f.

ROUTE No. 165—*contd.*

tip till height of 4,800 feet is reached at mile 1. From here there is a descent till the Ch'ing-shui Ho is crossed at 2 miles (4,200 feet). Hence a steep ascent to I-wan-shui (2 houses) at $3\frac{1}{2}$ miles (5,500 feet). The road is then fairly level along the top of the ridge till $5\frac{1}{2}$ miles, whence the road descends pretty steeply to the valley of the Mêng-nai Ho at 8 miles. From here there is half a mile of level going to the small village of Mêng-nai, where there is room to camp and good grass and water. Height 3,400 feet. The big village of Mêng-nai is half-a-mile off across the Mêng-nai Ho. At 2 miles Ch'ing-shui Ho from the left (6 yards by 7 inches).

3 MAN-KU ... 7 m. General direction
south-south-east. A

29 m. 4 f. level road. After crossing the Mêng-nai Ho the road goes down its left bank, till at $1\frac{1}{2}$ miles it crosses its tributary, the Kao-ch'ao Ho, at the village of Kao-ch'ao-kai, and thence follows up the valley of a small tributary of the latter called the Shih-kao Ho, till Man-ku is reached. Height 3,650 feet.

Rivers.—At $1\frac{1}{2}$ miles Kao-ch'ao Ho from the left (15 yards by 1 foot).

Shih-kao Ho crossed several times, 4 to 8 yards wide.

Camping ground.—Ample.

Water.—Good.

Fodder.—Good grass.

4 HSI-SA ... 11 m. General direction
south-east. From

40 m. 4 f. Man-ku the road goes up a little, reaching the top at 1 mile (4,100 feet). From here the road goes down 200 feet, and then is almost level down the right bank of a small stream passing the Ka-taw village of Shang-hsi-lang at $2\frac{1}{2}$ miles and crossing the stream at the Chinese village of Hsi-lang-ts'un at $3\frac{1}{2}$ miles, and going on down its left bank till it runs into the T'ieh-ch'ang Ho at the village of that name at $4\frac{1}{2}$ miles. The T'ieh-ch'ang Ho is crossed, and the road ascends till the top of a range is reached at a low place at 7 miles (4,350 feet). From here there is a descent to the Hsi-sa Ho, which is crossed at the Shan village of Man-tawn at 9 miles (about 3,500 feet). From here the road is nearly level going up the left bank of the Hsi-sa Ho to Hsi-sa, a Chinese and Shan village of 20 houses. There are two other villages close by. Height 2,650 feet.

Rivers.—At $4\frac{1}{2}$ miles T'ieh-ch'ang Ho from the left (15 yards by 1 foot). At 9 miles Hsia-sa Ho, from the left (10 yards by 6 inches).

Camping ground.—Ample.

ROUTE No. 165—*contd.**Water.*—Good.*Fodder.*—Good grass.*Supplies.*—Not large.

5

P'U-ÊRH

... 13 m.

General

direction

(HSIEN).

south.

The road

53 m. 4 f.

follows up the course

of the Hsi-sa Ho for a mile, and then ascends a little on to the hill-side on the left bank, and continues along the side of the hill till at $3\frac{1}{2}$ miles it again descends, crosses the stream again at $3\frac{1}{2}$ miles at the village of Chêng-kang, and goes along the hill side on the right bank. At 5 miles it descends nearly to the level of the stream and still continues up its right bank till at 6 miles it again crosses it at the village of Shuang-fu-ti. From here there is an ascent of 600 feet (the biggest hill in the march) over the watershed of the Hsi-sa Ho and P'u-êrh Ho. The top is reached at $7\frac{1}{2}$ miles at 5,200 feet, and there is a descent of 300 feet to the eastern branch of the P'u-êrh Ho, the right bank of which is followed down for the rest of the way by a level road passing several villages till P'u-êrh is reached. A walled town of 1,300 houses. Several temples and inns. Height 4,650 feet. Head-quarters of a District Magistrate.

Hsi-sa Ho crossed several times, from 5 to 10 yards wide and 6 inches deep.

Camping ground, etc.—See Route No. 150, stage 20.

ROUTE No. 166.

FROM P'U-ÊRH (HSIEN) TO HSIN-FU.

62 miles.

5 stages.

Authority.—Captain H. R. Davies, December 1899;
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—Part of the main road from P'u-êrh to Ta-li Fu.
A fair mule-road.

After crossing the summit of the Mekong—Red river watershed at 6,200 feet in stage 1, the route descends gradually into the Red river basin, crossing a series of small valleys, intersected by fordable streams. These small valleys are mostly parched and bare, and terribly hot in early summer. The pine-clad hills on all sides are, however, mostly well-wooded nearly up to their summits.

Camping grounds.—Good.

Water and Fodder.—Throughout.

Supplies.—Small.

No. of stage and total distance.	DETAILS.	
1	MO-HEI	... 12 m. See Route 89, Stage 1.
12 m.		General direction north-east. Leave
P'u-êrh by the east gate. The road is at first level, passing through two or three villages, till at $4\frac{1}{4}$ miles (4,750 feet) it begins to rise, passing through T'ou-chiu-fang (20 houses), till at $6\frac{3}{4}$ miles Ch'ang-an (6 houses) is reached (5,700 feet). From here up very steeply to the top of the range at $7\frac{1}{4}$ miles (6,200 feet). Nearly level till T'u-ti-t'ang at $9\frac{1}{4}$ miles. From here steadily down hill to Mo-hei (Old Bazar) 100 houses; 2 temples and official rest-house. Height 4,150 feet. (The new village of Mo-hei is 1 mile away to the right).		
<i>Camping grounds.</i> —Good.		
<i>Water.</i> —Good.		
<i>Fodder.</i> —Good grass.		
<i>Supplies.</i> —Good.		
2	MO-P'O	... 13 m. 6 f. General direction
25 m. 6 f.		north. From the old
the Mo-hei Ho three times and then down its right bank, passing		

ROUTE No. 166—*contd.*

P'ing-chai (8 houses) at $1\frac{1}{4}$ miles and Huang-huang (12 houses) at 2 miles. At $2\frac{1}{2}$ miles leave the stream and ascend up a spur to the north-east reaching the top at 3 miles (4,250 feet). Nearly level, passing Man-hai (8 houses) at $4\frac{1}{4}$ miles and from $4\frac{1}{2}$ miles descending to Sung-chia-ta-chai (30 houses) at $5\frac{1}{2}$ miles. Here the Mo-hei Ho is recrossed (3,700 feet). From here down its left bank till at 8 miles a tributary is crossed and the road goes over little spur to another of its tributaries, which is reached at $9\frac{3}{4}$ miles at 3,600 feet. From here gradually up along the right side of this stream valley, passing the P'u-êrh—Chên-yüan boundary at 12 miles between the villages of Ta-hei-shu and Kai-p'ai. Thence down a little, cross the stream three times to Mo-p'o (20 houses; official rest-house and small temple). Height 4,350 feet.

Rivers.—At starting Mo-hei Ho (15 yards \times $1\frac{1}{2}$ feet) two arch stone bridge. Crossed again twice by ford in the first mile. At $5\frac{1}{2}$ miles recrossed (20 yards \times $1\frac{1}{2}$ feet); ford and foot bridge. At 8 miles, stream from the left (12 yards \times 1 foot). Between 13 miles and $13\frac{3}{4}$ miles, cross three times a stream (12 yards \times 1 foot).

Camping ground.—In terraced fields.

Water.—Good.

Fuel.—Plentiful.

Supplies.—Small.

Fodder.—Fair grazing.

3	MAN-PIEH	...	11 m. 2 f.	General direction
				north-east. Very
37 m.				gradually up the

side of the same valley as the last stage passing T'ou-tao Ho (12 houses) at $\frac{3}{4}$ mile and reaching the top of the range at Fên-shui-ling (6 houses) at $3\frac{1}{2}$ miles (5,250 feet). From here gradually down the right side of another little valley passing Man-lung (8 houses) at 4 miles and two other small villages till at $6\frac{3}{4}$ miles Shih-mên-k'an (8 houses) is passed, and on till the small stream whose valley has been followed down joins a bigger stream. The big stream is crossed (4,650 feet) and the left side of its valley followed down for the rest of the march to Man-pieh (40 houses and 2 small temples). Height 4,350 feet.

Rivers.—At $6\frac{3}{4}$ miles, stream from the left (20 yards \times 2 feet) strong current. Cross by wooden mule-bridge called Ssü-wên-ch'iao.

Camping grounds.—Good.

Water.—Good.

Fuel.—Abundant.

Fodder.—Good grass.

Supplies.—Small.

ROUTE No. 166—*contd.*

4	MAN-LIEN ... (OLD BAZAAR.)	13 m. 2 f.	General direction north. Nearly level
---	-------------------------------	------------	--

50 m. 2 f.

Wan-tzū-t'ien (15 houses) at $1\frac{1}{2}$ miles and reaching the top of a small spur at 2 miles (4,500 feet). Down and up a little on to another spur at 3 miles (4,600 feet). Down again a little, passing Ko-ti-t'an (10 houses) and crossing small stream at $3\frac{3}{4}$ miles, and up on to another spur at $4\frac{1}{4}$ miles (4,350 feet). Hence gradually down the right side of a small valley, passing Sha-pa-kai (10 houses) at 7 miles. At 8 miles the small stream runs into a bigger stream which is crossed and followed down by a level road passing Mei-tzū-kai (12 houses) at $8\frac{1}{4}$ miles, till it runs into another bigger stream which is crossed at $8\frac{3}{4}$ miles (3,550 feet). Hence a little up, passing Ch'ien-lo (15 houses and small temple) at 9 miles and reaching the top of a spur at $9\frac{3}{4}$ miles (3,950 feet). Down to A-chin Ho (6 houses) at 11 miles (3,350 feet), and from here over small spurs, passing the New village of Man-lien (12 houses) at $12\frac{1}{2}$ miles and reaching the Old village (3 houses) at $13\frac{1}{4}$ miles. Here is an official rest-house. Height 3,400 feet.

Rivers.—At 8 miles stream from left (8 yards \times 8 inches).
At 8½ miles, stream from left (18 yards \times 1 foot).

Camping grounds.—At either village.

Supplies.—At New village,

5 HSIN-FU ... 11 m. 4 f. General direction
north. From Man-
lien the road leaves

61 m. 6 f.

the Pa-pien Ho which makes an easterly bend, steadily up hill to the top of a spur at $1\frac{3}{4}$ miles (4,100 feet). Hence down to the Man-p'a Ho, which is crossed at $3\frac{1}{2}$ miles at the village of Man-p'a Ho (2 houses), 3,300 feet. From here up the valley of a little tributary of this stream till the top of another spur is reached at 6 miles (4,350 feet). From here down another little valley keeping on the hill side, and passing Ta-p'u-tzü in three bits (6 houses) till the bottom is reached at 10 miles (3,300 feet). Hence down the bed of a stream till it is crossed at mile $10\frac{1}{2}$; thence over a small spur, passing a well of clear water, to Hsin-fu (200-300 houses, mostly new, and 2 temples; height 3,400 feet). The town, which is surrounded by a solid mud wall, 14 feet-15 feet high, constructed in 1912-13 as a protection against the constant attacks of tribal bands of robbers, is on the right bank of the Pa-pien Ho, fordable $\frac{1}{2}$ -mile higher up in the dry season, and crossed by ferry-boats in the rains.

Rivers.—At $3\frac{3}{4}$ miles Man-p'a Ho, from the left (15 yards \times 1 foot). At $10\frac{1}{2}$ miles, stream from the left (8 yards \times 8 inches).

Camping ground, etc.—See Route No. 88, Stage 5.

ROUTE No. 167.

FROM HSIN-FU TO CHING-TUNG (HSIEN).

76 miles.

5 stages.

Authority.—Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—Part of the main caravan road from Ssü-mao to Ta-li, following more or less up the valley of the Pa-pien Ho. The route described below is that in use in the Spring of 1917, but the Pa-pien Ho rises rapidly and increases enormously in volume in the rainy season of each year, and is liable to cause much damage to the roads alongside its banks; it is, therefore, impossible to guarantee that the present alignment will be practicable in years to come. The routes followed by previous British travellers in the years 1881 and 1910 differed materially both from each other and from that in use in 1917. The route here described is, on the whole, a good mule-road, and practicable for mounted troops.

Camping grounds.—Poor in Stages 1 and 4; good at other Stages.

Water.—Good throughout.

Fuel.—Abundant.

Fodder.—Grazing poor in Stage 1; good elsewhere.

Supplies.—Fair only in Stages 2, 3 and 5.

No. of stage and total distance.	DETAILS.		
1	MAN-LÊ	... 16 m. 2 f.	General direction north. Very fair mule-road, except
16 m. 2 f.	<p data-bbox="152 1213 1084 1610">in rocky places. Leaving Hsin-fu by the north gate, the road rises on to higher ground and continues fairly level up the right (west) bank of the Pa-pien Ho. One or two small streams from the left are crossed by easy fords in the first 5 miles, after which the track leaves the bank of the river and ascends a pine-clad spur, joining the river-bank some 2½ miles further. From here onwards it continues to follow up the bank of the river, at varying elevations, for a lonely 7 miles, when rice-cultivation is met, and the road rises up and over another rocky spur and turns into a small side valley, on the slopes of which, above the rice-fields, lies the small village of Man-lê (15-20 houses, Chinese; height 3,750 feet). The whole of this Stage has a very unhealthy reputation, and the inhabitants are very few and far between.</p>		

Camping ground.—Very restricted.

Water.—Abundant.

Fuel.—Fair supply.

ROUTE No. 167—*contd.**Fodder*—Poor grazing.*Supplies*.—Very scanty.

2 EN-LÊ ... 14 m. 6 f. General direction
north. Fair mule-
road with steep and

31 m.

stony ascent in the 5th mile ; thereafter fair going. From Man-lê the road follows up the right bank of the Pa-pien Ho for the first $1\frac{1}{2}$ miles till it reaches a few empty shelters, only used on market-days, (Ts'ao-p'i-kai), opposite to the deserted village of Kuan-i on the left (east) bank of the river. It then turns up to the left, following for 2 miles a road which leads to Chên-yüan (Hsien), 2 days' journey away to the west. After a rise of 500 feet to the crest of a pine-clad ridge, this road, well paved, leads steeply down to a swiftly-flowing stream, crossed by a fine 20 feet-span stone bridge, and then ascends fairly steeply to a small village, where the Chên-yüan road is left and the route leads up to the right by a steep and stony path behind the village to a fine grove of pines, height 5,700 feet. The next $1\frac{1}{2}$ miles are splendid going through this grove to a small pass, after which the road descends easily to a small plain of rice-fields and rejoins the right bank of the Pa-pien Ho. Two miles further on, the road again makes a bend to the left, following up the left-hand side of another small valley to another pine-clad pass. From this point the road descends very gradually, passing at mile $13\frac{1}{2}$ a largish Shan-Chinese walled village, and crosses the valley to the new small town of En-lê (80 houses, Shan and Chinese ; Headquarters of an Assistant District Magistrate ; height 3,850 feet).

Previous to 1909, the village of En-lê was situated on slightly lower ground on the left (east) bank of the Pa-pien Ho ; this village was, however, almost entirely washed away in that year by very heavy floods which also destroyed the very fine 2-span bridge just north of this point, leaving only the substantial central pier standing. The site of the earlier village is now deserted

Camping ground.—Excellent, just outside the little town on the north side.

Water.—Excellent.*Fuel*.—Abundant.*Fodder*.—Good grazing.*Supplies*.—Not very large.

3 CHÊ-HOU ... 15 m. General direction
north-north-west.

46 m.

Very fair mule-road,
crossing the river just above the town at the site of the old bridge,

ROUTE No. 167—*contd.*

either by fording in the dry season or by two large flat-bottomed ferry-boats, and continuing up the left (east) bank, fairly close to the river. At mile $4\frac{1}{2}$, Na-pên, small Shan village, the road ascends by a broad well-graded track for 900 feet and then drops more steeply and roughly to a broader valley at mile 6. After 2 miles over rice-fields the road passes the small market-village of Ts'ao-p'i-kai and after crossing a small spur enters another-rice-field valley, passing at mile 9 the Chinese village of Hsin-kai, which is the southern boundary of the district of Ching-tung. The next 5 miles are over undulating country, descending to the left bank of the Pa-pien Ho again at mile 14. Half a mile further on, the road re-crosses the river, either by ford in the dry season, or by two flat-bottomed boats, and ascends by a stony road past a succession of terraced rice-fields, to Chê-hou (50-60 houses, mostly Chinese; height, 4,200 feet).

Camping ground.—On a large open space, not very level, outside the village school.

Water.—Plentiful.

Fuel.—Abundant.

Fodder.—Fair grazing, above the village.

Supplies.—Fair.

4 MAN-WO

... 14 m.

General direction
north-north-west.

60 m.

Fair mule-road part-

ly paved. Leaving the village of Chê-hou on the north side, the road descends somewhat roughly to the right bank of the Pa-pien Ho and crosses it $\frac{1}{4}$ -mile higher up, either by a temporary trestle bridge or by fording in the dry weather, or by flat-bottomed boats in the rainy season. It then continues up the left (east) bank, at some distance from the river, fairly level, but roughly paved in parts, to mile $4\frac{1}{2}$, when it begins to rise gently up a pagoda-topped spur, mile $6\frac{1}{4}$. Then gently down through fir trees to a small stream and narrow valley, reaching the plain again at mile 8. At mile 10, the small village of Wan-yao is reached; at mile $11\frac{1}{2}$ the larger market-village of Nan-ma-kai. Two small streams are now crossed, and the road bears east-north-east to the market-village of Man-wo (40-50 houses, Chinese and Shan; height 4,000 feet).

Camping ground.—Restricted, on bamboo clad slopes east of the village.

Water.—Scanty, from small stream.

Fuel.—Plentiful.

Fodder.—Fair grazing.

Supplies.—Moderate.

ROUTE No. 167—*contd.*

5 CHING-TUNG ... 16 m. General direction
(HSIEN). north-north-west.
76 m. Good mule-road for
first 11 miles; last 5 miles, very rough and old stone paving. The
road continues up the valley on the left hand side of the Pa-pien
Ho, passing at mile $1\frac{1}{2}$ the village of Yu-yüan-ying, and at mile
5 Kuan-yin-ho. Two stony stream-beds are now crossed, and the
road bends more to the north-west, traversing the sandbanks on
the left bank of the river. At mile 10, the large market-village of
Chung-so-kai is passed by ($\frac{1}{2}$ mile away on the right). $\frac{3}{4}$ mile
further on, the road crosses over to the right bank of the Pa-pien
Ho, here just fordable in May; each dry season a strong bamboo
trestle bridge is erected at this point. The road then continues
up the sandy bed of the river along the right bank to mile $11\frac{1}{2}$,
the large market-village of Ts'ung-liang-kai. From here onwards
the road is roughly paved, very bad going in places. At mile 12,
a stream from the left, 50 feet broad, is crossed by a covered-in
timber bridge; the road then ascends a pagoda-topped spur (K'ung-
ch'io-shan) and descends very steeply the other side to a small
stream crossed by a single-span arched stone bridge. A fair-sized
village is passed at mile 14, after which the road is more or less
level to another small stream, crossed by a single-span stone
bridge, and the road, after passing under a memorial arch, enters
the town of Ching-tung (Hsien).

For Description of town, camping ground, etc. see Route No. 155,
Stage 9.

ROUTE No. 168.

FROM CHING-TUNG (HSIEN) TO TA-LI (HSIEN)
via MENG-HUA (HSIEN).

121 miles.

10 stages.

Authority.—Captain C. Ryder, January 1899, Mr.
A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—A very fair mule-road, passable for mounted troops. The road runs up the valley of the Pa-pien Ho with a steady gradual ascent, crossing to the left bank of the river in stage 2. The crest of the valley is reached at 7,600 feet in stage 5, and the road descends to the upper waters of the Red river, and then gradually ascends that stream till it joins Route 153.

Camping grounds.—Good.

Water.—Good throughout.

Fuel.—Ample throughout.

Fodder.—Fair grazing.

Supplies.—Small for the first seven stages.

No. of stage and total distance.	DETAILS.		
1	HUI-YAO	...	7 m. 4 f. General direction north-west. Path fair, at first paved.
7 m. 4 f.			
Road leads up the plain, passing over a stream (15 yards × 1 foot) by 2-arched bridge. The village of Pai-tung is passed at mile 3, and Ta-tui-tzu at mile 4, crossing a second broad stream, and at mile 5 a third stream (10 yards × 1 foot) by narrow wooden bridge. At mile 5½, the long single-street market village of Hou-so kai; here excellent accommodation might be obtained in a spacious school-house (converted temple), perched up on a bamboo-clad spur 300 feet above the south end of the village; <i>Water</i> , excellent; <i>Fuel</i> in abundance; Good <i>grazing</i> ; and <i>Supplies</i> , far better than the scanty amount obtainable at Hui-yao. Then leaving the main valley the path rises gradually 500 feet to mile 6. There is then a gradual descent to the village of Hui-yao in a small plain on the main river, ½ mile long by about 200 yards. Hui-yao (height 4,000 feet) contains, including hamlets, 20 houses.			
<i>Camping ground.</i> —In the fields when dry.			
<i>Water.</i> —From river.			
<i>Fuel.</i> —Not very plentiful.			
<i>Fodder.</i> —Grazing poor.			

ROUTE No. 168—*contd.*

Supplies.—Small. No bazar.

2 LUNG-KAI ... 9 m. General direction
north-west. Path

16 m. 4 f.
fair. It leads up the small valley for $\frac{1}{2}$ mile, crossing a stream (6 yards \times 1 foot), then up hill a rise of 650 feet to mile $2\frac{1}{2}$, then down hill 500 feet to small cultivated valley, called Pan-ch'iao-chai, containing four hamlets, cross a stream (8 yards \times 3 feet) in the valley by an arched bridge, and up hill to Chêng-yüan-shao (4 houses) at mile 5, then gradually down hill to Ku-ch'iao-ch'in (3 houses) at mile $7\frac{1}{2}$, cross stream (8 yards \times 1 foot) at mile $8\frac{1}{2}$, and arrive at Lung-kai, mile 9, crossing the river by wooden bridge, two spans by 20 yards each. River fordable, and about 20 yards wide. Lung-kai has 40 houses and a poor inn. Height 4,200 feet.

Camping ground.—In fields, best about $\frac{3}{4}$ mile beyond the village.

Water.—Good from river.

Fuel.—Abundant.

Fodder.—Good grazing on hill slopes about 1 mile beyond village.

Supplies.—Small.

3 SHU-KAI ... 13 m. General direction
north-west. Path

29 m. 4 f.
good; level up the right bank of the river. Keeping slightly on hillside, passing the villages of Mo-tao-chin at mile 1, Hsiao-shih-ai at mile $2\frac{1}{2}$, and Ma-lu-t'ang at mile 3, and at mile 4 a broad bed of a stream 50 yards wide, but water only 4 yards \times 6 inches with the village of Sha-la Ho on its further side. Path continues level to mile $7\frac{1}{2}$ where there is a rise of 400 feet over a spur, then level to mile $8\frac{1}{2}$ San-ch'a-ho-chai village; cross two streams, broad beds but little water. Then a steep climb of 850 feet to height of 5,300 feet at mile $9\frac{1}{2}$; then level, rising slightly to 5,800 feet at mile 11, whence there is a steady down hill to Shu-kai, mile 13. Height 4,800 feet; on the same river. It contains about 50 houses. The small stream just north of Shu-kai (locally pronounced 'Ch'u-kai'), forms the boundary at this point between the southern or P'u-êrh, and the Western or Tengyueh, circuits of Yünnan.

Camping ground.—Scanty on stony left bank of river.

Water.—From river, good.

Supplies.—Obtainable as there are several large villages on the hills. Six-day bazar.

Fuel.—Plentiful.

Fodder.—Grazing not good.

ROUTE No. 168—*contd.*

4 MAO-KAI ... 13 m. General direction
north-west. Path

42 m. 4 f.
very fair. Just after starting cross small stream by arched bridge, then slightly up hill and level to mile 3, where there is a steep drop of 300 feet to Hsin-ma-kai (30 houses), cross stream 4,950 feet, then steep climb to mile $5\frac{1}{2}$, height 6,450 feet, where there is a small village, Niu-kai. From there the road is good and level, passing A-chu-mo and A-mo-ti, and the large village of Niu-chai (80 houses) at mile 9. Slight descent to bed of the same river at mile 13 (height 5,650 feet), passing Hsiao-niu-ch'ang at mile 11, Lo-so-t'ang at mile $11\frac{1}{2}$, and Ch'iao-t'ou-chai at mile 12. At mile $12\frac{1}{2}$ Shih-tung-ssü (10 houses) at junction of side with main stream; several temples in face of precipice, cross side stream by new arched bridge, and ascend steeply to Mao-kai (80 houses and an inn). Height 6,400 feet. *Bazar.*

Camping ground.—Best on grassy knoll about 250 feet above the village.

Water.—Good, from tiny stream.

Fuel.—Ample supplies from village.

Fodder.—Very good grazing above the village.

5 NAN-CHIEN ... 14 m. 4 f. General direction
north. Path good.
Steady ascent to

57 m.
7,600 feet at mile 2, then slight dip to Sai-yen-ching and slight rise to Yang-kuan-shao at mile 3, then gradual descent to mile $4\frac{1}{2}$, Hsin-kai (30 houses). Height 6,500 feet. Level up small valley to mile $5\frac{1}{2}$, then slight rise of 300 feet to watershed at mile 6, two slight ups and downs, and then level to mile 9. Slight continuous descent to mile 11, Shih-po-po-t'ang, then descent becomes steeper to dry stream bed at mile 12; cross small bare spur and across the small plain to Nan-chien, crossing stream (6 yards \times 1 foot) and dry bed, 30 yards wide, just before entering village. *Bazar* and inn.

Camping ground, etc.—See Route No. 154, Stage 7.

6 HSIAO-LI-TS'Ê 10 m. 4 f. General direction west-
north-west. Path
fair, steep in places.

67 m. 4 f.
Over a small spur into the Mêng-hua Ho valley, passing Yang-mien-chuang at $\frac{1}{2}$ mile, level to 1 mile, then ascent, steep for 2 miles then more gradual, with several level bits, passing Pa-k'a-lu at mile 6, and P'ing-kai-shao at mile $6\frac{1}{2}$. The top is reached at 7,250 feet, mile 8, then level to mile 10, passing Ta-p'ing-ti at mile $9\frac{1}{2}$, then descent to mile $10\frac{1}{2}$, Hsiao-li-ts'ê (50 houses) height 6,250.

ROUTE No. 168—*contd.*

Camping ground.—Very restricted, but accommodation might be obtained in the village school.

Water.—Good, from small spring.

Fuel.—Plentiful.

Fodder.—Fair grazing.

Supplies.—Not very large.

7	MÊNG-HUA	...	16 m. 4 f.	General direction north-west. Path fair till the Mêng- hua plain, where are several stretches of very rough paving. From Hsiao-li-ts'ê the road crosses a small stream and ascends steeply to the top of a ridge (6,700 feet) at mile 1½, then level for 1 mile to Hsiao-ts'un; here descend steeply to a small stream at mile 3½, and ascend again to another spur, followed by another descent to mile 5. After crossing a rocky ravine at mile 5½, descend to the level of the Mêng-hua Ho, and follow up its right bank, more or less on the level to Wa-fang-lou, mile 8 and Ta-wa-tzü at mile 9½. A mile and a half further on the road, badly paved, crosses to the left bank of the Mêng-hua Ho by a 3-span stone bridge, where the road from Yün Chou joins in from the left. Bending round to the north and passing the large village of Jê-shui-t'ang at mile 11½, the road enters the Mêng-hua plain at mile 12, and continues on level ground, passing Ta-lou-fang at mile 13½ and Pai-t'a, the site of a fine old White Pagoda, in good preservation, at mile 15½, and entering the south gate of Mêng-hua at mile 16½.
---	----------	-----	------------	--

Camping ground, etc.—See Route No. 153, Stage 8.

8	CHAO-CHUNG TZ'Ü	14 m. 6 f.	See Route No. 153, Stage 9.
<hr/>			
9	HSIA-KUAN	... 14 m. 4 f.	See Route No. 152, Stage 9.
<hr/>			
10	TA-LI (HSIEN)	... 8 m.	See Route No. 35, Stage 15.
<hr/>			

ROUTE No. 169.

FROM MÖNG YAWNG (BRITISH SHAN STATES)
TO MÖNG-HAM ON THE MEKONG.

76 miles.

6 stages.

Authority.—Captain G. C. Rigby, January 1900.

Epitome.—A good mule road. The route leads over undulating country mostly covered with thin jungle for three stages, then skirts the Nam-lwi valley for a stage, thence over undulating country covered with bamboo jungle to the Nam-nga river in stage 5 which forms the Burma-China boundary. The road then ascends to the Mekong which is crossed at Ta-long ferry. Möng Ham lies near the left bank of the river.

Camping grounds.—Good.

Water.—Good.

Supplies.—Small.

Fodder.—Good grazing at stage 5 otherwise scarce.

No. of stage
and total
distance.

DETAILS.

1	BAN-NAM-KHUK 12 m. 6 f.	See Burma Route Book.
---	-------------------------	-----------------------

12 m. 6 f.

2	MÖNG-LWI ... 10 m.	General direction north-east. Good mule road. Path
---	--------------------	--

22 m. 6 f.

leads through high grass and thin jungle, undulating easily along right side of Nam-hpong valley to 2 miles, where pass Ho-kho village to left. From here a path leads north to Möng-yu town, distant about 4 miles further down valley. Continue along right side of valley full of *kaing* grass and patches of cultivation crossing many small streams to 6 miles, where pass Ta-pao village to right, Möng-yu lying on opposite side of valley, distant about $1\frac{1}{2}$ miles.

The path now touches the Nam-lwi river to left and continues along its bank passing patches of cultivation. At 6 miles 2 furlongs pass Don-noe village and at 8 miles Hui-lat village, both to right. At 9 miles 6 furlongs enter Möng-Lwi, 40 houses. The centre of a circle under Keng-tung. Camping grounds for small parties in and around a *zayat* about centre of town, facing river and in and around a *zayat* across river on opposite bank to the town. The latter is the more convenient for parties marching towards Hsop-nam and Möng-hê. Elevation 1,800 feet.

ROUTE No. 169—*contd.*

Nam Lwi, 450 × 6 feet at ferry; current fairly easy.

Raft can be made by placing bamboo platform across two dug-outs. Will take 6 mule-loads and 10 men.

Mules swum across without difficulty. Right bank slopes easily; left bank steep, about 12 feet. A large island just above ferry.

Camping ground.—For large force on open ground to south-east of town.

3	HSOP-NAM	... 13 m.	General direction north-east. Fairly good mule-road.
---	----------	-----------	--

35 m. 6 f.
Along left side of Nam Lwi valley, through jungle all the way.
Level or undulating easily.

At $\frac{1}{2}$ mile pass Hpek village to left. At 1 mile pass Tung-nui to right and at 1 mile 3 furlongs Tung on opposite bank of river.

At 2 miles 4 furlongs path leads up a small water-course rough and rocky.

At 5 miles pass Lwat on opposite bank of river. From 8 miles to 8 miles 4 furlongs path leads down another rough and rocky water-course. At 8 miles 4 furlongs cross Nam-ngam stream. At 10 miles 4 furlongs cross Nam-p'in stream.

At 12 miles 4 furlongs cross Nam-hê just above its junction with the Nam-Lwi. Continue up left bank for 200 yards then again cross and continue through paddy cultivation to 13 miles, where reach Hsop-nam village. Elevation 1,750 feet.

From here a route leads to Mông-hsing, 5 marches, 62 $\frac{1}{2}$ miles, *via* Ban-law ferry over Mekong.

Rivers.—The route crosses many small streams. Easy crossings, Nam-ngan 8 yards × 6 inches, stony. Nam-p'ing 6 yards × 6 inches stony. Nam-hê 15 yards × 1 foot, stony. Nam Lwi, 150 yards wide with a bad rapid, not passable for boats just below the junction of the Nam-hê.

Camping grounds.—For small parties in and around large *zayat* to south of village; for large force in paddy-fields.

Supplies.—Scarce.

4	MÔNG HE	... 10 m.	General direction north-east. Good mule-road up Nam-
---	---------	-----------	--

45 m. 6 f.
hê valley, mostly through bamboo jungle.

After leaving Hsop-nam village path leads through bamboo jungle up and down to 1 mile 4 furlongs where cross Nam-hê. Path then ascends rather steeply for 150 feet, crossing a spur to 2 miles 1 furlong, where touch Nam-hê to left.

ROUTE No. 169—*contd.*

Continue up and down easily to 4 miles 2 furlongs where pass Möng-to village to right (camping-ground in paddy-fields for 800 men) and again cross Nam-hê.

Continue along right bank to 5 miles 6 furlongs, then frequently crossing to 9 miles where pass Möng-lin village (camping-ground in paddy-fields for 500 men). Path then rises easily to 10 miles, where enter Möng He village, 30 houses. Elevation 2,300 feet.

Rivers.—Nam-hê 10 to 15 feet, stony, approaches easy. Many small streams.

Camping grounds.—For small party in and near *zayat* to south-west of village. For large force in paddy-fields to north-east.

Supplies.—Ordinary supplies procurable. No bazar.

From here a route leads to Möng Hsing, 5 marches, 55 miles *via* Ban-law ferry.

5	TA-SI-LI	... 13 m.	General direction
			north-east. Good
58 m. 6 f.			mule-road. Path

leads through cultivation to 4 furlongs where cross Nam-hê. Continues skirting cultivation to left to 1 mile 2 furlongs where pass Wan-wat village, 50 houses. Through bamboo jungle to 3 miles where recross Nam-hê and ascend easily 150 feet crossing a spur and descending to 6 miles where cross small stream. Level to 6 miles 3 furlongs where pass Möng-nam village, 25 houses, and cross Nam-nam (1 foot deep). Continue level through bamboo-jungle to 9 miles 4 furlongs where cross Nam-un and pass Möng-un village, 15 houses, *phongyi kyaung* and *zayat*. Ample camping-accommodation in paddy-fields and grass land near village. Elevation 2,280 feet.

The path now leaves the valley and ascends a spur to north, 500 feet, through bamboo-jungle to 10 miles 1 furlong.

Continue through bamboo-jungle all the way; path over-grown in places, fairly level to 10 miles 5 furlongs, then descend easily to 12 miles 1 furlong, undulating to 12 miles 4 furlongs along a steep hillside and finally descend rather steeply to 13 miles, where reach the camping-ground of Ta-si-li on right bank of Nam-nga stream; no village. Elevation 2,150 feet on road.

Camping ground.—Under trees for 200 men. By clearing under growth, space could be cleared for 1,000 men.

Fodder.—Grass and bamboo leaves plentiful.

The Nam-nga here forms the boundary between Keng-tung, South Shan States (British) and Kêng-hung (Chinese).

N.B.—From Möng-un (9 miles, 4 furlongs) a route leads to Wan-lek ferry distant 2 marches, 23½ miles, *via* Möng Htan (10 miles).

ROUTE No. 169—*contd.*

6	MÔNG HAM	... 17 m.	General direction
75 m. 6 f.			north. Fair mule-road.

After crossing the Nam-nga stream, path leads through jungle down its left bank to 6 furlongs, then ascends about 200 feet, crossing a spur, and descends to 1 mile 5 furlongs. Path then undulates easily following the valley of small stream to 3 miles then leads up a small stream constantly crossing to 4 miles 3 furlongs where ascend a spur to 5 miles 1 furlong. (Elevation 2,750 feet). Path then descends, at first easily, latterly rather steeply, to 6 miles 2 furlongs (2,100 feet) where cross a small stream. Continue down this stream, mostly in its bed to 7 miles 3 furlongs, where open grassy place. Valley now opens out a little. At 8 miles 2 furlongs pass some patches of cultivation and a path to left to Ban-ko village. Continue down valley, skirting some paddy fields, passing at 9 miles 5 furlongs Pyeng village to right, to 10 miles 4 furlongs where pass Ban-hom village, 25 houses (2,000 feet). Ample camping accommodation in paddy-fields. Continue down valley through cultivation and grass-land, low bamboo-covered hills on either side to 12 miles 4 furlongs, where pass Ban long village, 12 houses, to left, and cross stream by covered bridge. The route here leaves the main path, which leads to right to Ban-ho-tun village, and bends to left across grass land, a considerable plain lying between the river and the hills.

At 13 miles 4 furlongs a path to right leads to Chêng-ha village, distant about $\frac{1}{2}$ mile. At 14 miles the path enters jungle, through which it leads to 15 miles 4 furlongs, where meet Mekong river. Continue along the bank up the stream about 50 feet above river 16 miles 4 furlongs where reach the ferry (1,950 feet).

On the Yün-nan side of the river the path leads along the stream for about 200 yards, then ascends, passing a guard-house, about 50 feet to 16 miles 6 furlongs, where enter Mông-ham (Chinese Ka-lan-pa), a straggling town of about 200 houses.

Rivers—Mekong, Ta long Ferry about $\frac{1}{2}$ miles above the village of Chêng-ha; width of river about 120 yards.

Raft formed of two large boats with a bamboo platform worked by 10 men. Capable of transporting 30 loads or 25 mules. Crossing occupied about 3 minutes. Standing-room for 1,000 animals or more on both banks.

Nam-nga, 80 \times 3 feet, flows swiftly, is stony, and has a bad approach on right bank. Would be unfordable for loaded animals after rain.

Camping ground.—For small parties on river bank or in *phônggyi kyaung* in centre of village. For large force on grass land and paddy fields to north and east (2,000 feet).

ROUTE No. 170.

FROM MÊNG-WANG (NORTH-NORTH-WEST OF KĒNG-HUNG) TO SSŪ-MAO *viâ* HSIU-TU-K'OU FERRY.

About 65 miles.

5 stages.

Authority.—Mr. Carey, Chinese Customs, 1899, Mr. A. E. Eastes, Consul, Tengyueh, 1918.

Epitome.—The road is passable for mules throughout. The road follows the Mêng-wang plain for a stage, descending to the Mekong in stage 2, which is crossed at Hsiu-tu-k'ou ferry. It then crosses hilly country, thickly wooded in parts, and in stage 5, descends to the Ssū-mao plain.

No details available as to camping grounds, water, supplies, and grazing.

No. of stage and total distance.	DETAILS.	
1	NAN-PIEN (HSIAO- HSIN-CHAI).	12 m. General direction east- north-east. Passable for mules.
12 m.	The road follows the stream across the Mêng-wang Plain, which contains 8 or 10 villages with population of nearly 8,000. Passing through Lao-ho chai, Ya-kou chai, and Ta-ti-fang the road ascends and descends several times until reaching the Shan village of Nan- pien.	
2	HSIAO-HO-KUNG	12 m. General direction north-east. Passable for mules. The
24 m.	road descends to the Mekong, which it crosses at the Hsiu-tu-k'ou ferry at 2 miles.	
	It then ascends past Tang-pa-shan at 4½ miles and at 6 miles reaches the summit of the Mekong valley. It then descends through uninhabited country to the Shan village of Hsiao-ho- kung. At the ferry the Mekong is 150 yards with swift current. One boat, which carries about 25 mules. Standing room on both banks for about 500 animals.	
3	MÔNG-PANG	... 12 m. General direction north-east. Passable for mules. The
36 m.	road runs over the plain of Chêng-nô-pa which is inhabited by	

ROUTE No. 170—*contd.*

Shans and is under the Liu-shun T'u-ssü, and at 7 miles runs through wooded glens to the Shan town of Mōng-pang.

4	NA-KO-LO	... 11 m.	General direction north-east. Passable for mules. The road leads through forest to Shui-ko-t'ou 5 miles and then crosses the Hsiao-lu-shan, a range of bare hills, a continuation of the Ta-lu-shan range which runs from north to south, from which it ascends to Na-ko-lo, a Chinese village of 15 houses.
---	----------	-----------	---

5	SSU-MAO.	... 18 m.	General direction north-east. Hilly mule road.
---	----------	-----------	--

The road runs along the top of the range, and after descending a steep hill, re-ascends to Man-hsing-pa. At 11½ miles it passes Lao-wang-chai, a small Lo-lo village situated at a short distance from the road, and thence passes to Ssü-mao.

For description of town, camping ground, etc. See Route No. 146, Stage 25.

ROUTE No. 171.

FROM MÖNG-LEM (MÊNG-LIEN) TO KÊNG-HUNG.

About 100 miles.

9 stages.

Authority.—Mr. Carey, Chinese Maritime Customs,
December 1899.

Epitome.—A practicable mule road. The route runs over mountainous barren country which is thinly inhabited. The Nam-lem is crossed in stage 4. After crossing a range 5,500 feet) in stage 5 the route descends the dalley of the Nam-ha to Kêng-hung.

Camping grounds.—Good.

Water.—Good.

Fodder.—Good grass.

Supplies.—Small.

No. of stage and total distance.	DETAILS.		
1	NAM-SHIH	9 m.	General direction south-east. Practicable for mules.
9 m.	The path crosses the Möng-lem plain, then ascends passing Man-kuei village at 2 miles to 5,000 feet. Then descends to Nam-shih village (Shan) 3,900 feet.		
2	MENG-SUNG (MÖNG-HSONG).	14 m. 4 f.	General direction south-east. Practicable for mules.
23 m. 4 f.	Through mountainous, barren country with few inhabitants. Path rises to 5,300 feet, passing Möng-se and at 7 miles Kuan-hsien, 5,300 feet, both Lo-hei villages situated off the road. Descend to Meng-sung, an A-ka village, 4,900 feet.		
3	PANG KUIE	9 m. 4 f.	General direction east-south-east, Practicable for mules.
33 m.	Country mountainous and barren with few inhabitants. Road winds gently round mountains, reaching a maximum elevation of 6,000 feet. A few Lo-hei villages hidden off the road. Pass Pang-kuei, a Pai-i village, 50 houses, 4,200 feet.		
4	MÊNG-MANG ...	11 m. 4 f.	General direction east. Practicable for mules. Steep ascent.
44 m. 4 f.			

ROUTE No. 171—*contd.*

then level to $3\frac{1}{2}$ miles, where pass Nong-kong, 20 houses, the centre of an important tea district. Adjacent villages of Ching-mai, Möng-ping, Man-cheng ruled by Yang, a merchant (Chinese) of Ta-ya-k'ou, 5,000 feet. Path then descends, passing above mentioned villages to Mêng-mang, large village situated in a big plain (3,200 feet).

5 JUNGLE CAMP 8 m. 6 f. General direction east-south-east. Practicable for mules.

53 m. 2 f.

Path ascends to summit of high range, 5,500 feet. No villages near road.

Camping grounds.—Good, top of range.

Water.—Obtainable.

Fodder.—Grass obtainable.

6 MÖNG CHEN 8 m. 6 f. General direction east-south-east. Practicable for mules.

62 m.

Path descends to 2 miles, where reach Möng-chen plain, 4,000 feet. At $5\frac{1}{2}$ miles pass Yin-lun village. Möng-chen one of the Sip-song Panna. No longer recognises jurisdiction of Keng-hung. Very large plain. Weekly bazar.

7 MÖNG-HAI ... 10 m. General direction east-south-east. Practicable for mules.

72 m.

Road level, passing Ting-chên village (fine temple), then one slight rise and descend into Möng-hai plain.

8 NANG-NO. ... 13 m. 2 f. General direction east. Practicable for mules.

85 m. 2 f.

Path passes through tea plantations. Ford Nam-ha twice, then ascend to Nang-no, an A-ka centre of 3 or 4 good sized villages. Tea cultivation 5,800 feet.

9 KÊNG-HUNG (KHAT-LANG-KAI). 15 m. General direction east. Practicable for mules.

100 m. 2 f.

Path ascends to 6,100 feet, then descends into Kêng-hung plain. At 11 miles pass Ka-sai-kai, residence of Kêng-hung Sawbwa. At 15 miles reach Khat-lang-kai, one of the Kêng-hung villages, distant 2 miles from Mekong river.

N.B.—There is an alternative route from Möng-hai to north of route followed via Möng-sung (Man-mai).

ROUTE No. 172.

FROM TA-YA-K'OU (EAST OF LAN-TS'AN (HSIEN)
(FORMERLY CHÊN-PIEN) TO MÖNG-HAI
(MÊNG-HAI) *via* MÊNG-WANG.

About 53 miles.

7 stages.

Authority.—Mr. Carey, Chinese Customs, 1899.

Epitome.—Road is practicable for mules throughout.

The route runs south, through hilly country, parallel to the right bank of the Mekong, through Mêng-wang thence over undulating country to the Mêng-a plain in stage 5, and runs nearly level to Mông-hai.

Camping grounds.—Good at stages 2, 5, 6, 7.

Water.—Good.

Supplies.—Fair.

No. of stage and total distance.	DETAILS.		
1 10 m.	HSIANG-SHUI- HO.	10 m.	General direction south-south-e a s t. Practicable for
<p>Road level, then gradually descending, mountains to right 6,000 feet. Small villages in hills round. Cross Nan-ting Ho 3,300 feet, then ascend fairly steeply to 7 miles, Man-hsi-hai, 4,900 feet, Chinese village 6 houses. Then fairly level, passing Hsin-kai, Lo-he village. Cross stream to Hsiang-shui Ho, Lo-he village, 4,700 feet.</p>			

2 16 m.	MÊNG-WANG	... 6 m.	General direction south. Practicable for mules.
<p>Country very mountainous. Path crosses hill, then level, good road, then descend and cross good sized stream flowing into Mêng-Wang plain, 2,900 feet.</p>			

Mêng-Wang plain, 2½ miles long by 1 mile wide. Villages in plain Mêng-Wang, Man-yan, Man-yin, Man kuei, Wang-ka, Man-tou, Pung-tung.

Population of plain estimated at at least 7,000. Market every 5 days. A-k'a villages in hills.

ROUTE No. 172—*contd.*

- 3 PA-SANG ... 5 m. General direction south. Practicable for mules.
 21 m.
 Road mostly up hill, sometimes steeply, to Pa-sang 4,500 feet.
N.B.—From here there is a route to Meng-lien *via* Lung-tung-ta-chai, Po-lu-han, Ho-mu and Pan-chung said to be impassable for pack animals.
- 4 MÊNG-KANG ... 9 m. 2 f. General direction south-south-e a s t. Practicable for mules.
 30 m. 2 f.
 Path ascends to 5,000 feet, then gradually descends and crosses small valley to Hsin-chai (Ma-li-p'ing at mile $3\frac{1}{2}$) 4,250 feet.
 Country well-wooded, road fairly level. Cross stream flowing from Mêng-Kang and Mêng-a plains. Mêng-Kang plain about half the size of the Mêng-Wang plain. Cross big wooden bridge before reaching town. Population about 600.
- 5 MÊNG-A ... 7 m. General direction south. Practicable for mules.
 37 m. 2 f.
 Road level all the way, through jungle. Mêng-a plain 6 miles long by $1\frac{1}{2}$ to 2 miles wide, well watered but uncultivated. Three villages in plain. Population 1,500 to 2,000. Forest-clad hills on each side 4,500 feet or 1,000 feet above the plain.
- 6 MÔNG-UNG or MÊNG-WENG. ... 9 m. General direction south. Practicable for mules.
 46 m. 2 f.
 Path passes Man-hum village, then leads through long, narrow valley and crosses a hill 4,300 feet into plain of Mêng-Weng. Then half an hour across paddy fields to village plain, about 2 miles long, very narrow. Several big villages; fine temple. A tea district. Hills 3,800 to 4,200 feet.
- 7 MÔNG-HAI ... 7 m. General direction south south e a s t. Practicable for mules.
 53 m. 2 f.
 Level road through jungle to 5 miles Ma-la-mên village, then over open plain across river. Mông-hai is a plain 5 miles by $1\frac{1}{2}$ miles, many Shan villages, a large tea district.

ROUTE No. 173.

FROM CHING-KU (HSIEN) (FORMERLY WEI-YÜAN) TO MÈNG-PAN.

58½ miles.

5 stages.

Authority.—J. Coggin Brown. January 1908.

Mr. A. E. Eastes, Consul, Tengyueh, 1908.

Epitome.—A good mule road, used extensively by salt caravans from the Wei-chu mines, to the Shan districts about the Mekong.

General direction south for one stage, thence south, south-south-west and south-west.

Crosses the Ching-ku (formerly Wei-Yüan River) by ferry in stage 3. Country is much dissected into low, pine-clad hills, and is not thickly populated.

Camping ground.—At stages 1 and 5 good, elsewhere restricted.

Water.—Ample throughout.

Supplies.—Poor except at stages 1 and 5.

No. of stage
and total
distance.

DETAILS.

1

HSIANG-YEN

10 m. A good mule road
down the Ching-ku
(formerly Wei-Yüan

10 m.

River) valley, level for 7 miles. General direction south. Leave Ching-ku from the east, cross a shallow stream and go through the Chinese bazar. The Ching ku (formerly Wei-Yüan River) is reached at ¾ mile. Cross this and proceed south. At the crossing is the Shan village Ta-tau-kan (6 houses). At mile 1 a small stream, 20 feet by ½ foot, is crossed. To the east on the foothills of the plain the village of Na-la can be seen (Shan). Behind this is Na-yang. At 1½ miles there is a large monastery close to the road which here makes a detour to the south east, is paved but in good condition. To the south-west from this point is the large Shan village of Tung-wa, to the south-east is Lêng-hua-t'ang. The road, now keeping south, passes close to the latter village at 2¼ miles. At 3 miles the small Shan village, T'ing-chang, is reached and at 3½ Man-lep (Shan). From here there is a slight descent to a small stream crossed by a stone bridge 6 paces across, and then an ascent over a paved road. At 5 miles Man-tung is reached, the road here keeps south, practically level and in good order. At 7 miles the road crosses a large stream and then ascends out of the Ching-ku

ROUTE No. 173—*contd.*

plain [the Ching-ku (formerly Wei-Yüan River) flowing to the west]. The ascent is gentle for half a mile and the road winds for 2 miles over bare hillsides before making a steep descent to Hsiang-yen-ching at 10 miles. Elevation 3,500 feet.

A small Shan and Chinese town of about 50 houses. It contains a productive salt mine and a few brine wells. There is a monastery in a ruinous state.

Thirty soldiers are stationed here under small official and there is also an officer of the Chinese Salt Administration in residence.

Rivers.—At $\frac{3}{4}$ mile the Ching-ku (formerly Wei-yüan River) here 80 yards broad and 3 feet deep with a sandy bottom and a sluggish current. Bed of stream 150 yards across. A ferry punt is used to convey foot passengers across. It would be available in the rains, when the river is said to rise enormously, but will not hold more than 3 or 4 mules at a time. Both approaches are good. At 7 miles, a stream from the east 35 by 2 feet very strong current, full of big stones.

In Hsiang-yen-ching, a stream 20 paces wide by 1 to 2 feet deep, full of big stones crossed by a covered wooden bridge in the town.

Camping grounds.—Ample, on the level space about the stream which flows past the town.

Water.—Supply excellent.

Fuel.—Rather scarce.

Supplies and fodder.—Limited here, but might be brought up from the Ching-ku plain (2 or 3 miles north).

2 HO-TI-TANG ... 12 m. Good mule road,
general direction
south-south-west.

22 m.

Leave the village by the road along the left bank of the stream. At $\frac{3}{4}$ mile turn south. Here the main stream comes from the south-west. Ascend gradually up the valley of a small tributary, cross at $1\frac{1}{4}$ miles, bed 15 yards wide, water 6 by $\frac{1}{2}$ feet. Ascend for another mile in which the road is paved and bad, descend to another stream at $4\frac{1}{2}$ miles. Continue up the valley of this stream, crossing and recrossing the water several times, to $7\frac{1}{2}$ miles. The road now turns more to the south and leaving the valley of the stream rises rapidly to 5,400 feet at $4\frac{1}{2}$ miles. From this point there is a very steep descent to the south south-west, the bottom of which is reached at 11 miles. Here a small stream in a narrow bed full of big boulders is crossed and the road winds round to Ho-ti-tang at 12 miles. A large Chinese village of 30 houses, owing its existence to local salt manufacture.

ROUTE No. 173—*contd.*

Elevation 4,400 feet. In miles 5 and 6, cross and recross a stream, the bed varies from 20 to 100 yards wide and is full of rocks and stones, water 100 feet by 1 foot, higher up stream much less.

Comping grounds.—Very limited even for small parties.

Water.—Abundant and good.

Fodder.—Grazing extensive on the slopes around.

Fuel.—Plentiful.

Supplies.—Very small.

3 MAN-LA ... 10 m. 4 f. General direction
south-west, crossing
the Ching-ku (for-

32 m. 4 f.
merly Wei-Yüan River), at the Man-la ferry. A bad mule road probably impassable after heavy rain. Leave the village from the south-west, at $\frac{1}{2}$ mile cross a stream; bed 20 yards wide, water 13 feet by $\frac{1}{2}$. Continue south-west along a level road in good condition. At $\frac{3}{4}$ mile on the south side of the valley is the Chinese hamlet of Hsiao-pien, 3 houses; on the north side the Chinese hamlet of Huang-tien tan, 5 houses. After crossing and recrossing the stream several times following down its bed in a south-west direction to mile 4, the road leaves this valley and ascends steeply on the slopes to the south-west, the river itself turning to the west. Up the ascent a turn to the south is taken, but the old direction is resumed from the summit (reached at 5 miles); down a very steep and bad descent to a torrent in a rocky bed which is crossed at mile $6\frac{1}{2}$. The road now follows this torrent bed, crossing and recrossing the stream and is in exceedingly bad condition. After heavy rain probably impassable. At $7\frac{1}{2}$ miles the bed of the torrent is left and a very steep ascent made to the west. The top is reached at 8 miles. Elevation 3,500 feet. From this point there is a steep descent to the Ching-ku (formerly Wei-yüan River) at $8\frac{1}{2}$ miles. The ferry lies half a mile further up stream, opposite the mouth of a large stream from the south-west. After crossing the river, follow up this tributary, crossing it several times, for $1\frac{1}{2}$ miles to the village of Man-la. Man-la is a small Shan village of 8 houses.

Elevation 3,400 feet.

Rivers.—At mile 9 is the ferry over the Ching-ku (formerly Wei-Yüan River), (there is no ford here). The river is 150 yards wide by 3 to 8 feet deep. It is in a bed 180 yards wide. At the ferry it flows in a long smooth reach, but lower down are rapids. There is one bamboo raft taking 10 loads or 20 men. The crossing is easy, but very slow and occupies 8 minutes. The raft is poled across. Mules are swum over the river. Elevation 3,200 feet, approach from E. bad. At Man-la the stream (Man-la Ho) is 20 feet by $\frac{1}{2}$ to 1 foot. It flows in a stony bed 30 yards wide.

ROUTE No. 173—contd.

Camping ground.—In the vicinity not good, but about $\frac{3}{4}$ mile down stream are some old terraced fields where 100 men might find room.

Fodder.—A little grass.

Fuel and Water.—Abundant.

Supplies.—Practically nil.

4 SHA-SUNG-LIN ... 12 m. A good mule road at

44 m. 4 f. this time of the year, general direction south-west. Leave the village to the south and continue for $\frac{1}{4}$ mile in this direction. For the next $4\frac{3}{4}$ miles the road follows the direction of the stream, keeping at the level of, and crossing and recrossing the water numerous times. At mile 4, the small Chinese hamlet of Tou-chia-ts'un is passed (4 houses). At 5 miles is the hamlet of Ka-li' (up stream there is a small area under terraced rice cultivation). The general direction of the road to this point is south-west. Here the stream divides into two parts of about equal size, one coming from the south-east and the other from the south-west. The road continues up the steep spur between them. At 7 miles the top of the smaller ridge is reached at the hamlet of Hsiao-ho-shu, but the road continues to ascend up the main ridge in a south-westerly direction. The crest is reached at 8 miles, from whence the road continues south along the almost level and narrow ridge. At 9 miles the village of Ho-chu-ling lies a mile to the east of the road. From this point there is a very steep ascent to the top of the range at 10 miles. Elevation 6,100 feet. A descent of two miles in a south-westerly direction, down a fairly good track follows, and Sha-sung-lin is reached at 12 miles. A scattered Chinese village on steep slopes. Elevation 5,600 feet. In the early part of this march the Han-la stream is often crossed. Its bed varies from 30 to 50 yards and the water is about 20-25 by $1\frac{1}{2}$ feet, full of stones, rocky in places, but fordable with no difficulty in January.

Camping ground.—Hardly any room except on cultivated land.

Water.—Poor from a well and a small *jheel*.

Fodder.—A little grazing.

Supplies.—Nil.

5 MENG-PAN ... 14 m. General direction

58 m. 4 f. west-south-west; a good mule road. For $\frac{1}{2}$ mile the road keeps north-west from the village, but gradually turns more to the west and descends steeply to a small stream at $1\frac{1}{2}$ miles. This is 15 by $\frac{1}{2}$ feet and full of large stones. Elevation 5,100 feet. From this point the road ascends to $2\frac{1}{2}$ miles. Elevation 5,750 feet keeping slightly to the south and west. Just below

ROUTE No. 173—*contd.*

the crest is the 6-house Chinese village of Lêng-chin-chin. A winding descent until at 5 miles Aku-shan (4 houses) is passed. Here the direction is south-west. At $6\frac{1}{4}$ miles cross a stream 30 feet by 1 in a bed 40 feet wide. Close by is the village of Ho-chia-chai. From the road above, the terraced fields of Wan-shan can be seen. The road now ascends and continues winding along pine-clad ridges generally in a south-west or west-south-west direction. At $8\frac{1}{2}$ miles the low-lying fields of the Mêng-pan plain are first seen. At 10 mile the descent to the plain over a good broad road begins. It continues for 1 mile to the west-south-west and then $\frac{3}{4}$ mile to the south. Here the edge of the plain is reached. A small stream, 20 feet wide with water $\frac{1}{2}$ to 1 foot deep (but with deeper holes in places) is passed. $2\frac{1}{4}$ miles across the level plain in a westerly direction brings the road to the Shan town of Mêng-pan. Elevation 4,200 feet. There are two Chinese *bazars*: one the "Lao-kai" (old *bazar*) to the east of the Shan town, the other the "Hsin-kai" (new *bazar*) to the south of the town.

Camping grounds.—Are unlimited on the plain itself (provided the fields are not under irrigation), and small parties can find pleasant, though somewhat restricted, accommodation, under the large trees which edge the town on the east.

Water.—Good from wells in the town and also from small streams on the plain.

Supplies.—Large.

NOTE.—A road runs south from Sha-sung-lin direct to Mêng-chu, distance 30 li (say 9 miles).

From Mêng-pan there is a good road to Mêng-chu, distance 8 miles. Keeping east-south-east across the Mêng-pan plain for $1\frac{1}{2}$ miles, it turns up a low ridge running into the level plain and keeps south for 2 miles. Thence turning to the south-east it gradually ascends to mile 3 and then descends into the small cultivated valley of Chiang-hsi-ho (here are 2 small and scattered Chinese villages). After crossing a stream with shallow water 10 yards wide the road now keeps south-east up a small tributary valley. Leaving this behind at mile 4, it rises rather steeply over a good road in a south-east direction. The crest of the ridge is reached at 6 miles. Elevation 4,700 feet, whence a winding road in good condition and in the same direction leads to the small Mêng-chu plain at 8 miles. Elevation at Mêng-chu 4,500 feet.

ROUTE No. 174.

FROM MIEN-NING (HSIEN) TO CHING-KU (HSIEN)
(FORMERLY WEI-YÜAN) *via* MA-T'AI FERRY.

74 $\frac{1}{4}$ miles.

7 stages.

Authority.—J. Coggin Brown, Esq., January 1912,
Mr. A. E. Eastes, Consul, Tengyueh,
1918.

Epitome.—The direct line of communication between these two towns. A good mule road much used by salt caravans though somewhat rough in places. Following Route 161 for 2 stages the route crosses the Mekong and then, after a steep ascent from the river, proceeds through broken country sparsely populated and covered with pine forest. The general direction is south-east and there are several valleys crossed and drained by fordable streams.

Camping grounds—Are restricted unless the fields are not irrigated.

Water—Good

Supplies—and fodder very small.

No. of stage and total distance.	DETAILS.	
1	CHIH-HO-SHU ...	8 m. 4 f.
8 m. 4 f.	} See Route 161. Stages 1 and 2.	
2	MA-T'AI ...	11 m.
19 m. 4 f.	3	MÊNG-PAI ... 11 m. 6 f.
31 m. 2 f.	General direction south-east. A very rough ascent out of the Mekong valley and afterwards a good earth mule-road. The ferry is reached just below the village and the river here is above 80 yards wide in a rocky bed with a swift current. Crossing easy and takes 3 or 4 minutes. One large ferry punt, capacity 20 mules or about 35 loads. Crew of 6 men. Elevation 3,000 feet. Leaving the river-bed a very steep ascent commences at once. Road bad, paved in places. At $\frac{1}{2}$ mile small stream in rocky bed crossed. Top of spur reached at $1\frac{1}{2}$ miles in which road rises 1,500 feet. It now gently ascends through pine forest along a ridge and reaches the	

ROUTE No 174—*contd.*

village of Ch'in-chia-chai at 5 miles. This is a scattered Chinese village of 6 houses, elevation 5,100 feet. The ridge is narrow and slopes steeply down on each side to small streams which find their way into the Mekong. Leaving the village there is a gentle ascent to $6\frac{1}{2}$ miles, when the top of the spur is reached at 5,800 feet. The route proceeds level along the top of this in a south-east direction for a short distance and then descends steeply to cross a small stream at $6\frac{3}{4}$ miles, after which the descent is easier. It becomes steeper again towards $8\frac{1}{2}$ miles where another stream is crossed at an elevation of 4,500 feet. The valley of this stream runs north and south and has a little paddy land in terraces. The road continues up the valley of a slightly larger stream from the north-east, but this is soon left behind and a south-south-east direction taken, ascending steeply to $9\frac{1}{2}$ miles. Here to the left is the small village of Hotzu-chai. Meng-pai is reached at $11\frac{1}{2}$ miles, the road keeping south-east and practically level along the side of the ridge, below which the terraced fields of the valley are seen. Meng-pai, elevation 5,000 feet, is a small scattered Chinese village of 10 houses. The streams crossed in this stage are small and present no difficulties to men or transport.

Camping ground.—Small and restricted to cultivated land.

Water.—Good from a small nullah near the village.

Supplies.—Practically *nil*.

4 ANG-KANG ... 16 m. 4 f. General direction south-south-east.

48 m. 2 f.

Fairly good mule road, though narrow and bad in places. The road gently ascends from the village, and at $\frac{1}{2}$ mile passes the hamlet of Ta-mêng-pai. At 1 mile it takes a sharp turn to the south and makes a detour round the head of a small valley, reaching the crest of the ridge. Here the former direction is resumed and an easy ascent at first south and then south-east follows. At $2\frac{3}{4}$ miles lies the two-house hamlet of Sha-pa-tzü. At 3 miles a small stream is crossed, water 10 by $\frac{1}{2}$ foot. Keeping more to the south the road now descends to a larger stream at $4\frac{1}{2}$ miles, the elevation here being 3,800 feet close to this point is the Shan village Tien-hasin. Here the road becomes narrow, worn and bad. It follows up the bed of a small tributary for $\frac{1}{2}$ mile and then rises gently in a southerly direction reaching the top of this minor spur at 6 miles. From here it winds easily through deeply dissected pine-clad country, in a south-westerly direction as far as mile 8, the last 2 miles being in better condition. At $8\frac{3}{4}$ miles the country opens out into a small valley which contains the Shan village of Tou-chia. At 9 miles a small stream is crossed. Thence the road is good and winds easily through undulating country to Man-tien, a small Shan hamlet at 11 miles.

ROUTE No. 174—*contd.*

There is now an easy descent as far as mile 13, when after crossing a small stream a very steep climb up a narrow path for a quarter of a mile, an elevation of 4,600 feet is reached. From this point the ascent is easier, though the road is very narrow in places, and the spur is followed up to its junction with the main ridge reaching which, there is another short but stiff climb to 5,100 feet at 14 miles. Here the Ang-kang plain can be seen. There is now a steep descent of $5\frac{1}{2}$ miles over rather a bad road to mile $16\frac{1}{2}$ when the small Chinese village of Ang-kang is reached. 8 houses. Poor accommodation in a temple. Numerous small villages about the valley.

Rivers.—At $4\frac{1}{2}$ mile is a large stream easily fordable, water 35 yards wide, $\frac{1}{2}$ to $\frac{3}{4}$ foot deep, but care should be exercised in crossing in rainy weather, as there appear to be some deep holes just above the ford. Bed of stream 60 yards wide, full of small boulders, approaches good.

Camping grounds.—Large in the valley, provided the fields are not being irrigated.

Water.—Excellent.

Fuel.—Plentiful.

Fodder.—Grazing poor.

Supplies.—Very small.

5

CHU-KO

...

9 m.

Just below village cross large stream, follow this to south for $\frac{1}{4}$ mile and then cross a tributary from the east. Road now turns south-east passing here the Shan village of Tou-mei (5 houses). There is now a steady ascent for 2 miles over a narrow bad road followed by a steeper descent to 3 miles. Here is the Chinese village of Liang-yen-ching (15 houses), round to the main stream again and continue across paddy land. At $3\frac{1}{2}$ miles cross a tributary 23 yards wide, water $\frac{1}{2}$ to 2 feet deep, full of boulders. Ascend main stream from here and cross it at $3\frac{3}{4}$ miles. It is 18 yards wide (water) and from $\frac{1}{2}$ to 2 feet deep, full of stones and boulders. There are also deep holes close to the ford which would be dangerous in the rains. Ascend steeply to the east to $4\frac{1}{2}$ miles and come out on the side of a valley overlooking the main stream which here is flowing from the east. On the opposite side of this valley is the small village of Ma-ti-pin. Hence the road follows up the left bank of the stream and crosses it at $5\frac{1}{2}$ miles. It is in two parts, the first only a few feet wide, the latter 30 yards wide. Water $\frac{1}{2}$ to 3 feet deep. At $5\frac{3}{4}$ miles recross to opposite bank. Bed full of stones, big holes below the ford. Still keeping south-east at 6 miles the two-house hamlet of La-mêng shan is passed. Here the valley opens out a little and there is some terraced rice land. From this point to Chu-ko at 9 miles the road follows the stream valley, at times close

ROUTE No. 174—*contd.*

to the water and then rising high up the slopes above it. The road is narrow and bad. Chu-ko is a small Chinese village in two parts, of about 15 houses. It is situated on the opposite side of the stream and some way above it.

Elevation 4,800 feet.

Rivers.—The Mang-lo Ho is crossed just below the village of Ang-kang. Its bed is here 50 yards wide and the water about 25 yards with a depth of 1 foot at the ford in January. There is a bad approach from village. The other approach is good. A large tributary of the Mang-lo Ho is crossed several times during the day's march. At this time of the year it presents no difficulties, but during the rains it would prove an obstacle for transport.

Camping grounds.—Very small on the same side of the road. The fields, however, are available if not under irrigation.

Supplies.—None.

6 TA-HAI ... 7 m. 4 f. General direction east-south-east, road following the valley

64 m. 2 f. of the same stream for a considerable distance, a fairly good mule track; continue east up the left bank of the stream. Road good. At 3 miles the valley widens out and there is a good deal of cultivation. Here is situated the Chinese village of Chin-ts'un. It is very scattered and contains some 20 houses. At $3\frac{1}{2}$ miles there is a short steep, and rough descent to a tributary from the north-west, after crossing which the road continues up the left bank of the main stream, steadily rising until an elevation of 5,600 feet is attained at 5 miles. Still keeping east it descends rapidly and crosses a small stream at $5\frac{1}{2}$ miles, this flows south, is 60 yards broad and full of big stones. There is now another ascent, very steep at first and then more gradual to a col in the range at mile $6\frac{1}{4}$. Elevation 5,200 feet.

To the south is the small Chinese hamlet of Mên-ho. Road gradually descends to the Ta-hai valley.

Camping ground.—Small, on lower slopes around and room for large number of men if fields are not under cultivation.

Water.—Abundant.

Supplies.—None. Place very poor.

Fodder.—Grazing very scanty.

7 CHING-KU (HSIEN) 10 m. General direction east.

74 m. 2 f. After crossing the Ta-hai plain the road enters a narrow ravine, which is followed by a steep ascent and then a descent into the Ching-ku plain. The small ravine is entered at $1\frac{1}{2}$ miles and the road continues east along this. The stream is crossed and recrossed many times. It is full of boulders

ROUTE No. 174—*contd.*

and rocks and is usually about 5 feet wide and the water $\frac{1}{2}$ foot deep. Near mile 2 $\frac{1}{4}$ the road is bad, being paved with rough sandstone blocks. From mile 3 the steep ascent starts, the crest being reached at 5 miles. Elevation 5,300 feet. From here the hills on the other side of the Ching-ku plain can be seen. In the next mile the road winds round the head of a small valley and is practically level to mile 5. From here the valley plain comes into view. There is now a steep descent to the plain, the road being in good condition all the way. Stream offers no obstacle to men or transport at this time of the year. Town consists of about 200 houses, it is hot and unhealthy and inhabited by Shans. Headquarters of a District Magistrate.

Camping-ground.—Large.

Supplies.—Small.

INDEX OF PLACE-NAMES.

Place.	Route.	Stage.
A		
A-a-shan	147	5
A-cha-lu	38	1
A-chi-hsün	122	3
A-chi-tê	122	5
A-fêng-ta	128	7
A-hsi	45	1
A-hsi	46	1
A-hsi Ferry	48	1
A-ka-lo	45	3
A-ku-lu	94	4
A-la-ti	64	4
A-lan-tien	39	2
A-li-wa-ti	34	4
A-lo-tien	137	9
A-lu-shih	152	3
A-mi Chou	113	3
A-pa-chai	127	9

Place.	Route.	Stage.
A-p'êng-chai	105	9
A-san-chai	105	14
A-san-chai	128	6
A-tung (Dong)	47	1
A-tu-p'o	128	3
A-tun-tzŭ	44	39
A-tun-tzŭ	45	20
A-tun-tzŭ	46	17
A-tun-tzŭ	49	7
A-yu-p'u	76	6
A-yu-p'u	85	6
Ai-fang-pa	137	4
Ai-pêng	61	3
Ai-shwai	146	10
Ai-tzŭ-chiao	152, 160	7, 6
Ai-tzŭ-chio	160	6
Ami-Hsien	113	3
An-chia-chai	24	4
An-chang	141	8
An-fêng-ying	36	19
An-lou-tang	154	3
An-ning-ch'iao	83	17

Place.	Route.	Stage.
An-ning (Hsien)	36	19
An-ning (Hsien)	97	7
An-ning (Hsien)	99	3
An-nu-shui-ching	89	5
An-pien	79	9
Ang-het	146	9
Ang-kang	164	2
Ang-kang	174	4
Ashang	8	4
Aung-tang	127	11
Aw-kop	148	3
B		
Ban-nam-khuk	169	1
Bang-hom	169	6
Ban-long	169	6
Bantong (Hsi-tun-pa)	127	11
Barns-parao	1	2
Barns-parao	2	2
C		
Chai-tang	15	1
Cha-ho-pa	86	3

Place.	Route.	Stage.
Cha-lu-chai	139	4
Cha-shih	64	10
Cha-tzū-shū	24	6
Ch'a-fang-kai	157	2
Ch'a-ho	86	3
Ch'a-k'o-t'ang	153	8
Ch'a-k'ou	58	10
Ch'a-k'ou	64	12
Ch'a-lu	68	5
Chai-pai-ts'un	107	1
Chan-p'o	80	10
Chan-hsi (Sansi)	2, 3	9, 7
Chan-shan	71	3
Chan-ta (Santa)	4, 11	7, 1
Chan-i (Hsien)	80	1
Chang-chia-ts'un	152	3
Chang-fêng	7, 7A, 163.	5, 2, 2
Chang-lai	150	11
Chang-kai	109	3
Chang kuan-t'un	58	9
Chang-kuan-t'un	64	11

Place.	Route.	Stage.
Chang-lao	45	5
Chang-lu-p'ing	89	5
Chang-lung	18	1
Chang-ô	79	9
Chang-t'an	119	11
Chang-wu-so	38	3
Chang-yi	39	2
Chang-yin-kou	26	4
Ch'ang-ch'in	64	6
Ch'ang-ch'ung-kai	154	6
Ch'ang-mao-ti	73	13
Ch'ang-ning (Hsien)	83	16
Ch'ang-p'o	36	20
Ch'ang-p'o	97	8
Ch'ang-po-lin	141	18
Ch'ang-ti-fang	2	6
Chao Chou Feng-i (Hsien)	36	1
Chao-chung-tz'ü	152, 153, 168.	8, 9, 8
Chao-sa-p'ing	127	12
Chao-t'ung (Hsien)	77	7
Chao-t'ung (Hsien)	82	4

Place.	Route.	Stage.
Ch'ao-yang-ssü	153	4
Ch'ao-yang-ssü	154	4
Chê-chi	74	9
Cheejo	25A	9
Chê-fang	12, 13	8, 5
Chê-hak	141	4
Chê-kou (Se-kou)	8, 9	6, 1
Chê-lang	119	4
Chê-la	78	15
Chê-lu-hsin	74	8
Chê-pei	71	3
Chê-pei	73	3
Chê-pi (Sep-yek)	141, 143, 147A.	11, 11, 5
Chê-po-chai	113	4
Chê-sang	119	7
Chê-sang	123	10
Chê-yang-sên	44	9
Ch'ê-hou	167	3
Chên-an-so	17, 19	2, 3
Chên-hkawng	145	13
Chên-hsiung (Hsien)	79, 83	4, 7

Place.	Route.	Stage.
Chên-k'ang	147, 147A.	7
Chên-ki-wei	44	10
Chên-nan (Hsien)	36	9
Chên-nan (Hsien)	67	3
Chên-nan	117	4
Chên-pien (Hsien) now Lan-ts'ang (Hsien)	145, 148	14, 7
Chên-pien (Hsien)	149	2
Chên-pien (Hsien)	163	7
Chên-yüan (Hsien)	161	7
Chêng-hin	164	7
Chêng-ka	34	5
Chên-tun-chai	150	15
Chên-wan	148	15
{ Ch'êng-chiang (Hsien)	106	2
{ Swi Chiang (Hsien) . . . . .	.	.
{ Ch'êng-chiang (Hsien)	106	2
Ch'êng-kung (Hsien)	89	17
Ch'êng-kung (Hsien)	105	1
Ch'êng-ts'ai-t'ang	17	3
Chetao [Man-lu (Hsien)].	6	7
Chi-kai	71, 105	4, 12
Chi-kuan	41	5

Place.							Route.	Stage.
Chi-la-kui	.	.	.	.	.	.	41	5
Chi-lung	.	.	.	.	.	.	153	6
Chi-ma-pa	.	.	.	.	.	.	127	5
Chi-pa-tien	.	.	.	.	.	.	114	3
Chi-sa-li	.	.	.	.	.	.	26	7
Chi-tien	.	.	.	.	.	.	44	12
Chi-tien	.	.	.	.	.	.	45	5
Chi-tien	.	.	.	.	.	.	46	5
Chi-tien	.	.	.	.	.	.	50	4
Ch'i-ho.	.	.	.	.	.	.	42	6
Ch'i-ho.	.	.	.	.	.	.	43	8
Ch'i-ho.	.	.	.	.	.	.	57	1
Ch'i-hsing-kuan	.	.	.	.	.	.	83	5
Ch'i-hsing-kuan	.	.	.	.	.	.	84	5
Ch'i-kai	.	.	.	.	.	.	68	6
Ch'i-li-p'u	.	.	.	.	.	.	79	5
Ch'i-p'u-lang.	.	.	.	.	.	.	96	8
Ch'i-tien	.	.	.	.	.	.	76	2
Ch'i-tien-pa	.	.	.	.	.	.	36	12
Chia-pan	.	.	.	.	.	.	115	7
Chia-pan	.	.	.	.	.	.	122	5
Chia-pieh	.	.	.	.	.	.	44	38

Place.	Route.	Stage.
Chia-ti-mo	94	5
Chia-tou	44	1
Chia-tso	94	9
Chia-yu	114	4
Chiang-an (Hsien)	83	18
Chiang-chia-p'u	157	3
Chiang-chou	73	17
Chiang-chou	78	14
Chiang-ch'uan (Hsien)	105	4
Chiang-mai-p'u	36	4
Chiang-mên	84	15
Chiang-na	123	1
Ch'iang-p'an	37	11
Chiang-pien	148	11
Chiang-ti	77	5
Chiang-ti	85	11
Chiang-tso	24	2
Chian-yi	71	11
Chiang-yi-pa	78	13
Chiao-hsi	73	13
Chiao-to-lu	120	1
Chiao-tou	31	7

Place.	Route.	Stage.
Chiao-t'ou	54	2
Ch'iao-chi-tang	124	4
Ch'iao-chia (Hsien)	78	9
Ch'iao-chia-ying	78	8
Ch'iao-chin	115	6
Ch'iao-chin	122	4
Ch'iao-hou-ching	39	4
Ch'iao-kan-t'ang	79	9
Chiao-mi-ti	78	7
Ch'iao-tien-kai	62	1
Ch'iao-tien-kai	63	1
Ch'iao-t'ou	49	3
Ch'iao-t'ou	91	3
Chieh-ma-ho	2	5
Chien-ch'uan (Hsien)	39	6
Chien-ch'uan (Hsien)	40	5
Chiên-an-so (Chên-an-so)	17	2
Chiên-an-so (Chên-an-so)	19	3
Ch'ien-ch'ang	73	9
Ch'ien-chun Ho	45	3
Chien-shan	70	15
Ch'ien-lo	166	4

Place.	Route.	Stage.
Chien-sao	91	6
Ch'ien-ying	81	1
Chih-ho-shu	161	1
Chih-ho-shu	174	1
Ch'ih-luan	114	4
Chih-mo-ke-lai-po	63	6
Ch'ih-la	73	12
Ch'ih-lung-kai	161	5
Ch'ih-pien-pa	114	4
Ch'ih-p' u-ti	46	8
Ch'ih-p' u-tzŭ	114	3
Ch'ih-shui	84	10
Chin-chia-t'un	82	1
Chin-chiang-kai	41	4
Chin-chiang-kai	57	6
Chin-kang	7, 7A	5 (alt.) 3
Chin-lung-kai	107	2
Chin-nien Ho	31	4
Chin-ning (Hsien)	89	16
Chin-ning (Hsien)	105	2
Chin-ning (Hsien)	106	1
Chin-niu-to	35	13

Place.	Route.	Stage.
Chin-se-chang	43	3
Chin-so	74	4
Chin-p'u-tzŭ	80	8
Chin-tan-tzŭ	124	4
Chin-tou-p'u	80	10
Chin-ts'un	161, 174	5, 6
Ch'in-chang	86	4
Ch'in-ch'ang-kuan	68	4
Ching-chuang-miao	64	14
Ch'in-shan-ying	71	14
Ching-kai-t'zŭ	68	6
Ching-kan-ling	79	1
Ching-kên	127	10
Ching-k'ou	1	10
Ching-ku (formerly Wei-yüan)	157	8
Ching-ku plain	157	7
Ching-ku (Hsien) (formerly Wei-yüan)	144, 157 174.	17, 9, 7
Ching-ma	25A	4
Ching-mu-lin	12	12
Ching-tung (Hsien)	155	9
Ching-tung (Hsien)	156	11

Place.	Route.	Stage.
Ching-tung (Hsien)	160	10
Ching-tung (Hsien)	167	5
Ching-yi-kai	41	6
Ch'ing-hsiang-shu	50	2
Ch'ing-shui-ho	23	10
Ch'ing-lung-kai	107	2
Ch'ing-lung-shao	36, 97	19, 6
Ch'ing-shui-t'ang	141	14
Ching-tung (Hsien)	167	5
Chipwi Hka	25A	7
Chiu-ch'êng	80	10
Chiu-chin	31	6
Chiu-chou	24	8
Chiu-ho	40	6
Chiu-kai	94	10
Chiu-kai-tzŭ	68	6
Chiu-k'ung	138	1
Chiu-lung-shan	80	2
Chiu-ti-chi	96	6
Chiu-tien	23	2
Chiu-ya-p'ing (Hua-p'ing Hsien)	58	5
Chiung-pu	47	2

Place.	Route.	Stage.
Ch'iu-peì (Hsien)	115	4
Ch'iu-peì-t'ang	118	1
Cho-kua	73	7
Chou-chia-p'ing	70	15
Chou-chia-ting	65	6
Chou-shiu-p'ing-chang	146	22
Chou-ya	157	2
Chu-ko	174	5
Chu-lun	127	7
Chu-ye-ho	32	2
Chu-yüan	104	7
Chu-yüan	111	3
Chu-yüan	112	4
Ch'u-chai	155	6
Ch'u-chio	46	15
Ch'u-chio	49	5
Chu-hsin-kai	6	8
Ch'u-hsiung (Hsien)	36	11
Ch'u-hsiung (Hsien)	95	7
Chü-pa-yi	84	17
Chü-chang	62	3
Ch'ü-chiang plain	105	7

Place.	Route.	Stage.
Ch'ü-shih	23, 29	2, 1
Ch'ü-ching (Hsien)	72, 75	1, 7
Ch'ü-ching (Hsien)	76	10
Ch'ü-tung	35	8
Ch'ü-tung	37	3
Chua-tzŭ	52	4
Chuan-shui ferry	132	4
Ch'uan-chia	162	3
Ch'üan-kang	147	2
Ch'üan-lo	146	15
Chuang-p'o-t'o	128	4
Chun-lang-kai	167	5
Chun-shan	132	12
Chung-chai	91	4
Chung-ch'u-kai	56	4
Chung-ho-p'u	105	7
Chung-sai	18	2
Chung-so	40	2
Chung-so	42	2
Chung-so-kai	167	5
Chung-tien	48	7
Chung-tien-chien	44	13

Place.	Route.	Stage.
Chung-ts'un	69	4
D		
Dong (A-tung)	47	1
Dzo-kué	49	3
E		
En-fu-ch'ang	84	18
En-k'êng-ching	88	3
Ên-lê	87, 167	2, 2
En-pa (Ngen-lo)	87	1
Êrh-mu-ts'un	99	3
Êrh-pai-mo	29	1
Êrh-tai-p'o	115, 153	1, 6
Êrh-t'ang	125	1
Êrh-ts'un	71	2
F		
Fa-chia-wan	68	5
Fa-pei	115	6
Fan-cho	78	11
Fang-chu-ch'ang	83	6
Fang-ma-ch'ang	12, 13	12, 11
Fang-ma-ch'ang	35	4

Place.	Route.	Stage.
Fang-shan	41	6
Fei-lung-ch'iao	24	9
Fên-shui-ling pass	32	1
Fêng-chên-lin	126	3
Fêng-ch'uan	44	22
Feng-i (Hsien) (Chao-chou)	36	1
Fêng-k'ou	53	5
Fêng-mi	57	2
Fêng-yü	37	11
Fo-lon-tzû	8	12
Fou-mou-ti	44	10
Fu-chao	119	5
Fu-chao	123	8
Fu-chên	44	14
Fu-min (Hsien)	69	7
Fu-min (Hsien)	71	2
Fu-min (Hsien)	73	2
Fu-shui	117	3
Fu-yung	164	3
G		
Go-tra	44	36

Place.						Route.	Stage.
H							
Ha-cho	.	.	.	.	.	127	8
Ha-giang	.	.	.	.	.	124	6
Ha-lo ferry	.	.	.	.	.	44	31
Ha-po	.	.	.	.	.	127	7
Hai-hsin-cha	.	.	.	.	.	91	3
Hai-k'ou	.	.	.	.	.	23, 24	1, 1
Hai-k'ou	.	.	.	.	.	102	1
Hai-lo	.	.	.	.	.	71	10
Hai-mên-ch'iao	.	.	.	.	.	105	5
Hai-yao-p'u	.	.	.	.	.	41	7
Han-chia	.	.	.	.	.	128	3
Han-kuai	.	.	.	.	.	133	5
Han-yi-ts'un	.	.	.	.	.	101	4
Han-yi-ts'un	.	.	.	.	.	108	1
Hao-chi-ti	.	.	.	.	.	87	6
Hao-tzu-p'u	.	.	.	.	.	35	5
He-chang	.	.	.	.	.	83	3
He-chang	.	.	.	.	.	84	3
He-ki-pa	.	.	.	.	.	44	6
He-t'ao-lin	.	.	.	.	.	154	3
He-ts'o	.	.	.	.	.	36	14

	Place.	Route.	Stage.
Hei-ching	69	2
Hei-hao	139	6
Hei-kuang	124	3
Hei-li-shao	42	4
Hei-pei-shui	53	1
Hêng-chiang-ch'ang	79	9
Hkok-lao	141, 144	5, 4
Hkun-kaw	146	7
Ho-chia-chai	121	1
Ho-chia-chai	132	2
Ho-chia-t'un	62	6
Ho-chiang-p'u	35	13
Ho-chien-p'u	105	3
Ho-ch'ing (Hsien)	42	5
Ho-ch'ing (Hsien)	43	7
Ho-ch'ing (Hsien)	57	2
Ho-hka	139	3
Ho-hka	140	3
Ho-hsa (Hu-sa)	8, 9, 9A	6, 1, 1
Ho-hsi-Hsien	108	1
Ho-k'ou	71	12
Ho-k'ou	81	4

Place.							Route.	Stage.
Ho-k'ou	.	.	.	.	.	.	125	7
Ho-la (Ho-na)	.	.	.	.	.	.	13	4
Ho-ma	.	.	.	.	.	.	134	1
Ho-mêng (Haw-mêng)	.	.	.	.	.	.	4, 8, 145	7, 6, 10
Ho-mu-shu	.	.	.	.	.	.	35	3
Ho-mu-ts'un	.	.	.	.	.	.	152	1
Ho-na	.	.	.	.	.	.	13	4
Ho-pa	.	.	.	.	.	.	81	2
Ho-pang	.	.	.	.	.	.	142	1
Ho-sak-post	.	.	.	.	.	.	146	11
Ho-shan-pien	.	.	.	.	.	.	115	2
Ho-shan-chuang	.	.	.	.	.	.	124	1
Ho-shun-hsiang	.	.	.	.	.	.	2	12
Ho-tao-lin	.	.	.	.	.	.	153, 154	3, 3
Ho-ti	.	.	.	.	.	.	76, 152	1, 6
Ho-ti-tang	.	.	.	.	.	.	173	2
Ho-t'ou	.	.	.	.	.	.	8	11
Ho-t'ou-ts'un	.	.	.	.	.	.	8	10
Ho-t'ou-ts'un	.	.	.	.	.	.	14	4
Ho-tui-mên	.	.	.	.	.	.	64	4
Ho-tung-kai	.	.	.	.	.	.	57	7
Ho-wan	.	.	.	.	.	.	22	6

Place.	Route.	Stage.
Ho-wei	137	11
Ho-yang	14	2
Ho-yo	137	4
Hou-chiang-ho	83	17
Hou-kai	111	2
Hou-so-kai	168	1
Hou-ya-k'ou	93	2
Hpa-lap	4A	1
Hpa-ré Pass (Ta-ya-k'ou)	30	1
Hpa-ré Pass (Ta-ya-k'ou)	30	2
Hpi-maw (Pien-ma)	32	3
Hpi-maw (Pien-ma)	33	2
Hpun-kaw	2	9
Hsai-hkau	133	11
Hsai-hkau	140	5
Hsi-ao-hsin-chai	170	1
Hsi-ch'ang (Man-hsing)	155	3
Hsi-chia-wan	153	6
Hsi-hsin-chên	152	5
Hsi-kung-ching	88	1
Hsi-la	147	10
Hsi-lung Ho	137	5

Place.	Route.	Stage.
Hsi-mêng-ku	86	3
Hsi-nga	146	6
Hsi-tun-pa (Ban-tong)	127	11
Hsi-wo (Hsien)	89, 94	12, 7
Hsi-wo (Hsien)	101	3
Hsi-sa	165	4
Hsi-tung	12	5
Hsi-yang	72	4
Hsi-yang	119	4
Hsi-yang-ho	122	7
Hsi-ying-kai	40	3
Hsia-a-na	97	4
Hsia-chuang-kai	103	2
Hsia-ho-wei	97	4
Hsia-ken-te (Ta-law)	46	6
Hsia-ku-ti	34	7
Hsia-kuan	35	14
Hsia-kuan	152	9
Hsia-kuan	153	10
Hsia-kuan	168	9
Hsia-lo-mo	97	1
Hsia-mêng-yin (Möng-nyim-taü)	146, 163	11

Place.	Route.	Stage.
Hsia-mu ² sa	140	4
Hsia-pa-pien	89	3
Hsia-ping Ho	35 alt.	1
Hsia-tui-lung	74	2
Hsiang-chang-ch'iao	24	9
Hsiang-chio-shui	137	6
Hsiang-kung-ling	83	17
Hsiang-shui-ho	172	1
Hsiang-shui-kuan	36	15
Hsiang-shui-p'a	75	6
Hsiang-ta	12, 18	12, 5
Hsiang-ta	19	1
Hsiang-ta	133	2
Hsiang-t'sai-ts'un	24	5
Hsiang-yên-ching	173	1
Hsiao-cha Ho	25	10
Hsiao-chai	91	4
Hsiao-chang-ku	114, 115	20, 20
Hsiao-chiang-k'ou	70	14
Hsiao-ch'iao	151	4
Hsiao-ch'iao-chin	152	4
Hsiao-chi-mo	64	5

Place.	Route.	Stage.
Hsiao-ch'in	158	1
Hsiao-chu-ching	157	1
Hsiao-chung-tien	48	6
Hsiao-chung-tien	50	1
Hsiao-hei-chiang (Nam-kan)	163	4
Hsiao-ho	64	13
Hsiao-ho-kung	170	2
Hsiao-ho-ti	6	8
Hsiao-hsi-pang	124	2
Hsiao-hsin-kai	5, 6, 27	6, 5, 1
Hsiao-hsin-chui	145	9
Hsiao-keu	86	2
Hsiao-k'ang-fang	142	3
Hsiao-kuan-ho	71	13
Hsiao-li-ts'ê	168	6
Hsiao-lo	62	6
Hsiao-lo-pieh	71	10
Hsiao-lung-t'ang	74, 99	6, 2
Hsiao-mêng-yang	130	12
Hsiao-nei-ch'in	146	24
Hsiao-pa	78	15
Hsiao-pa-chai	125	4

Place.	Route.	Stage.
Hsiao-pai-i	131	2
Hsiao-pa-tzŭ-chai (Mêng-pyng)	144	11
Hsiao-pan-ch'iao	105	1
Hsiao-pin-kui	152	5
Hsiao-p'u-tzŭ	69, 75, 82	3, 2, 4
Hsiao-p'u-tzŭ	79, 141, 159.	1, 7, 6
Hsiao-shan-t'ai	94	6
Hsiao-shao	36	2
Hsiao-shao	116	5
Hsiao-shih-chiao	69	3
Hsiao-shih-chuang	99	2
Hsiao-shiu-ching	12	10
Hsiao-so-lo	57	7
Hsiao-t'ang	95	4
Hsiao-ti-fang	2	10
Hsiao-ts'ang	70	8
Hsiao-ts'ang	73	7
Hsiao-t'un	71	13
Hsiao-tzŭ	87	2
Hsiao-wei-hsi	44, 45	29, 12
Hsiao-wên-n	155	4

Place.	Route.	Stage.
Hsiao-yao-chan	36	12
Hsieh chia-wan	116	1
Hsieh-li	5	1
Hsieh-ts'ang	46	12
Hsieh-ts'ao-wu	60	2
Hsien-li-shen	39	4
Hsin-an-kuan	105	14
Hsin-an-so	128	7
Hsin-chai	12, 13	10, 6
Hsin-chai	91, 126, 127, 133, 137, 150.	5, 7, 10, 8, 11A, 15.
Hsin-chang-p'in	44	19
Hsin-chên	20	1
Hsin-ch'êng	41	3
Hsin-ch'êng	57	6
Hsin-chin	124	2
Hsin-chuang	58	5
Hsin-fang	105	9
Hsin-fu	88	5
Hsin-fu	166	5
Hsin-fu ferry	167	1
Hsin-chien	121	2

	Place.	Route.	Stage.
Hsin-hsing (Hsien)	89	14
Hsin-hsing (Hsien)	108	2
Hsin-hsing (Hsien)	130	5
Hsin-ka	126	4
Hsin-kai	58	6
Hsin-kai	75	3
Hsin-kai	79	3
Hsin-kai	89	15
Hsin-kai	94	7
Hsin-kai	98	4
Hsin-kai	121	4
Hsin-kai	124, 154, 156, 157, 167, 168.	2, 1, 6, 2, 3, 5.
Hsin-kai-tzū	64	5
Hsin-kai-tzū	116	2
Hsin-lo-ch'êng	57	9
Hsin-ma-kai	168	4
Hsin-niu-kai	152	4
Hsin-p'ing Ho	101	1
Hsin-p'ing (Hsien)	87	8
Hsin-p'ing (Hsien)	94	6
Hsin-shan	96	6

	Place.	Route.	Stage.
Hsin-sha-pa	78	2
Hsin-tai-tien	156	8
Hsin-t'an	79	8
Hsin-taw	145	6
Hsin-tien	115	2
Hsin-t'ien Ho	121	2
Hsin-t'sun	57, 60	10-a, 13
Hsin-t'sun	152	1
Hsin-yi-shao	100	1
Hsing-chuang	58	7
Hsing-i (Hsien)	85	13
Hsing-lung-ch'ang	84	14
Hsing-lung-kai	161	5
Hsin-cha-chai	136	2
Hsiu-yü-chang	132	10
Hsiu-shao	96	4
Hson-pak	7	5
Hsop-nam	169	3
Hsü-tzü-chai	148	14
Hsüan-wei (Hsien)	80	6
Hsüeh-li-kai	124	1
Hsün-tien (Hsien)	74	4

Place.	Route	Stage.
Htawn-hpaw	2	9
Hu-chia-p'u	153	1
Hu-chia-p'u	154	1
Hu-ku-p'eng	94	8
Hu-p'o	147A	3
Hua-ch'iao	35, 71	8, 6
Hua-ch'iao Ho	4a	1
Hua-ch'iao-chai	132	3
Huai-yao	29	1
Hua-k'ou	104	5
Hua-lo-ts'un	105	3
Hua-p'ing (Hsien) (Chin-ya-p'ing)	58	5
Huan-hsi	160	...
Huang-chia-ping	41	3
Huang-ching-pa	79	5
Huang-huang	166	2
Huang-ko-chi	79	4
Huang-kua-yüan	71	9
Huang-lien-p'u	35	10
Huang-liu-wan	160	4
Huang-ni-k'an	16	2
Huang-ni-p'o	15	2

Place.	Route.	Stage.
Huang-ni-p'o	84	9
Huang-shui-ho	83	12
Huang-t'sao-pa [Hsing-i (Hsien)]	17	1
Huang-ts'ao-pa	21	3
Huang-t'sao-pa	92	1
Huang-t'sao-pa	119	11
Huang-t'sao-shao	62	2
Huang-t'sao-shao	63	2
Huang-t'u-p'u	75	5
Huang-t'u-p'o	76	2
Hui-kai	23	2
Hui-kai	24	1
Hui-la-piao	60	13
Hui-li (Hsien)	59	3
Hui-li (Hsien)	46	14
Hui-li (Hsien)	58	12
Hui-li (Hsien)	71	15
Hui-li (Hsien)	73	19
Hui-li (Hsien)	78	16
Hui-lung-ch'i	79	6
Hui-shih-ya	116	6
Hui-ta-ma	60	14

Place.	Route.	Stage.
Hui-yao]	29	...
Hui-yao	168	1
Hung-ai	36	3
Hung-cha-lin	31	6
Hung-chin-shao	75	5
Hung-hsin-kai	122	6
Hung-mên-k'ou	60	12
Hung-mên-k'ou ferry	73	15
Hung-shih-ai	77	2
Hung-shui-t'ang	130	4
Hung-tung-lin	138	2
Huo-shih-shan	157	3
Hu-sa (Holisa)	8, 9, 9a	6, 1, 1
Hwe-hpyen	139	2
Hwe-hpyen	140	2
Hwe-hpyen	141	2
Hwe-hpyen	144	2
Hwe-hpyen	145	2
Hwe-hpyen	146	2
Hwe-hu	135	1
Hwe-hwon	21	2

Place.	Route.	Stage.
I		
I-cha-ho	139	7
I-chia-ts'un	109	2
I-chiao	115	3
I-hsiang-pa	91	1
I-kuan-ying	103	3
I-lang-Ho	59	2
I-liang-Hsien	72, 76, 85 104.	6, 3, 3, 2
I-mên Hsien	94, 96, 103.	11, 9, 4
I-Mu-chai	151	3
I-pang	92	6
I-po-lo	115	3
I-shang	73	13
I-sé	127	4
I-wan-shu (yi-wan-shui)	79, 94, 96, 141, 154.	2, 1, 1, 16, 5.
I-wu	92	8
I-yen-pa	127	4
In-to	44	29
It-si	44	37

Place.	Route.	Stage.
J		
Je-shui-t'ang	6, 41, 168	8, 4, 7
Jê-ta-na	38	2
Jên-ho-kai	64	8
Jên-ho-kai	65	1
K		
K'a-fang	71, 133	[8, 8
Ka-ka-t'ang	45	10
Ka-lan-pa (Möng-ham)	169	6
Ka-li-kai-ferry	157	5
Ka-li-kai	160	3
Ka-lo	52	5
Ka-loi	139	4
Ka-pê	111	1
Ka-ri	46	13
Ka-sa ferry	87	6
Ka-sai-kai	171	9
Ka-zu	3, 25a	2, 1
K'a-ch'ang	4	6
K'a-hsi	73	14
K'a-la-ch'in	81	7

	Place.	Route.	Stage.
K'a-ya	4a	3
Kai-p'ai	166	2
Kai-t'ou	23	4
Kai-t'ou	27	2
Kai-wai	87	7
Kai-yin-ts'un	156	6
K'ai-hua (Hsien)	114	6
K'ai-hua (Hsien)	120	5
Kam-bai-ti	1	7
Kan-ai-(chiu-ch'eng)	4	8
Kan-ai (chiu-ch'eng)	4a	4
Kan-ai-(chiu-ch'eng)	6	6
Kan-hai-tzū	37	5
Kan-hai-tzū	41	6
Kan-hai-tzū	80	2
Kan-ho	122	3
Kan-kou	131	8
Kan-kou	132	7
Kan-lan bridge	35	2
Kan-lan-chai	35	1
Kan-sha	60	15
Kan-shu-tzū	64	7

Place.	Route.	Stage.
Kan-ting-kai	22	4
Kan-ting-kai	24	4
Kang-fang	32	Branch 1 Note.
Kang-lei	7a	2
K'ang-p'u	44	32
K'ang-p'u	45	13
Kang-wang-pei	12	12
Kao-chin-tsao	137	10A
Kao-i	3	5
Kao-chai	127	1
Kao-kuan-p'u	36	5
Kao-liang Kyet Pass	1	8
Kao-shan-chai	92	8
Kao-shan-p'u	84	6
Kao-shih-shao	76	5
Kao-tien	1	10
Kasa . . . . .	...	...
Ka-tu (T'ung-p'i-kuan)	46	7
Kawng Hka	12	6
Kazu	3	2
Ke-kao	127	10

Place.	Route.	Stage.
Ke-lu-wan	50	3
Kêng-hung	150	11
Kêng-hung (Khat-lang-kai)	171	9
Kêng-ka Ho	136	4
Kêng-law	150	4
Kêng-ma	133	14
Kêng-ma	144	6
Kêng-pang	162	2
K'êng-k'ung	145	13
Kha-cha	127	6
Khat-lang-kai (Kêng-pung)	171	9
Ki-ka	92	5
Ko-chang	62	5
Ko-ch'iao	123	2
K'o-kai	151, 152	2, 6
Ke-sun-lang	96	7
Ko-ti-t'ang	144	13
Ko-tien	136	5
Ko-ti-t'an	144, 166	13, 4
K'o-tu-Ho	80	9
Kou-chen	44	15
Kou-kai	158	2

Place.	Route.	Stage.
Kou-kan	123	4
K'ou-ts'an-p'u	36	4
Ku-chia-ho	96	6
Ku-ch'êng	99	2
Ku-hua-ch'ang	39	2
Ku-lei	115	5
Ku-ling	115	8
Ku-ling	122	6
Ku-mang-p'u	83	9
Ku-tan-ho	32	Branch 1 Note.
Ku-tan-ho	33	1
Ku-to-chai	17	3
Ku-tung-ai	26	6
Ku-yung-kai	1	9
Ku-yung-kai	25	12
K'u-li	156	6
Kuan-ch'iao	37	4
Kuan-fang	63	5
Kuan-fên-kai	82	2
Kuan-lang	87	5
Kuan-mio	137	15

	Place.	Route.	Stage.
Kuan-p'ing	.	37	8
Kuan-shang	.	76	1
Kuan-ts'ao-pa	.	44	32
Kuan-yen-ho	.	101	2
Kuan-yi	.	87, 105	2, 8
Kuan-yi-lang	.	56	2
Kuan-yi-shao	.	115	2
Kuang-hsi (Hsien)	.	109	2
Kuang-hsi (Hsien)	.	117	5
Kuang-nan (Hsien)	.	115	9
Kuang-nan (Hsien)	.	122	7
Kuang-hsin	.	17	3
Kuang-nan-t'uan	.	69, 70	5, 3
Kuang-t'ou-p'o (lai-t'ou-p'o)	.	74	7
Kuang-t'ung (Hsien)	.	36	13
Kuei-ch'ao	.	119	6
Kuei-ch'ao	.	123	9
Kuei-lien	.	113	2
Kuei-lo	.	119	11
Kulong-hka	.	6	2
Kun-k'ou	.	139	5
Kun-tou-shai	.	137	10

Place.	Route.	Stage.
K'un-hsin-ch'iao	62	3
K'un-hsin-ch'iao	63	3
K'un-yang (Hsien)	100	2
K'un-yang (Hsien)	102	2
Kung Hsien	83	15
Kung-lang	153	5
Kung-lang	154	5
Kung-lang	158	2
Kung-lung-hsing	125	5
Kung-shan	74	5
Kung-shan	81	5
Kung-shui	137	12 Note.
Kuo-lo-pa	83	11
Kuo-yung-pa (Pa-yung-ko)	47	5
Kuyung (kai)	1, 25	9, 12
L		
La-hsi	60	12
Lai-fêng-shan	6	8
Lai-pong	3	3
La-me-ti	44	25
La-mêng	7, 20	8, 2

	Place.	Route.	Stage.
La-mêng bridge	19	5
La-mêng bridge	20	2
La-mêng bridge	131	1
La-mêng, Upper	17	3
La-mêng, Upper	19	4
Lang-chi-chu	55	4
Lan-ching-shao	69	2
Lao-kuan-ching	2	8
La-ku	60	14
La-pa	64	1
La-pa	146	14
La-p'an	24a	1
La-po	53	4
La-pu (Na-p'u)	47	3
La-p'u	23	8
La-sa-ku	48	3
La-sai	146	23
La-shih-pa		1
La-tien-p'o	141	15
Lai-hsi Ho	136	5
Lai-pong	3	3
Lai-ta-shu	128	3

Place.	Route.	Stage.]
Lai-tu-wa-ti (La-tu-wa-de)	34	10, 11
Lai-t'ou-p'o (Kuang-t'ou-p'o).	74	7
Lai-t'ou-ssü	111	1
Lan-chiao	124	2
Lan-chia-ti	34	11
Lan-ching	69	1
Lan-i-ching	60	3
Lan-jaw	26	1
Lan-pang-têng	16	2
Lan-tou-yi	39	4
Lan Ts'ang (Hsien) (Chên-pien)	145, 148, 149, 163.	14, 7, 2, 7.
Lan-tu	44	34
Lan-tui-fêng	91	6
Lan-yên-p'u	80	3
Lao-cha-chai	90	3
Lao-chai	117	1
Lao-chang	86	4
Lao-ch'eng	132, 147	6, 14
Lao-chi-chai	127	2
Lao-ch'un	131	10
Lao-hsi-chai	90	5

Place.	Route.	Stage.
Lao-Hu-lien	4	8
Lao-kai	90	1
Lao-kai	124	3
Lao-kai	125, 128	7, 3
Lao-kai-tzŭ	64, 71, 157.	13, 14, 5
Lao-kan-ch'ung	68	1
Lao-kuan-chêng	2	8
Lao-la-lo	64	3
Lao-lu-kai	75	3
Lao-ma-t'ien	125	3
Lao-min	163	5
Lao-shih-wan	48	4
Lao-tang-chai	127	1
Lao-t'ien	136	1
Lao-tien-tzŭ	78	4
Lao-ts'ang-po	89	5
Lao-wa-ching	116	4
Lao-wa-t'an	79	7
Lao-wa-t'ang	77	6
Lao-wang-p'o	69	2
Lao-ya-kua	36	18

Place.	Route.	Stage.
Lao-yin-shan	156	3
Lao-ying-p'an	157	7
Lap-hsing (Sha-Kou)	147	8
Lasa (Lahsa)	8, 10	5, 1
Lau-khang	25a	8
Lê-tao-chien	122	3
Lei-lung	51	6
Lêng-hua-t'ang	173	1
Lêng-shui-kou	105	8
Lêng-ts'un	71	4
Lêng-ts'un	73	4
Li-chiang (Hsien)	42	7
Li-chiang (Hsien)	43	9
Li-sh'iao	136	2
Li-chio-kai	57	8
Li-ho-kai	36	10
Li-hsi-pei	86	3
Li-kuai	132	9
Li-ma-hsi	132	11
Li-ma-hsi	136, 147	6, 13
Li-sang-p'ing	73	14
Li-shan-t'ing	79	7

Place.	Route.	Stage.
Li-shih	69	5
Li-so-chai	8	10
Li-su	45	10
Li-tien	45	7
Li-tung-chai	88	1
Li-tzŭ-yüan	71	1
Li-tzŭ-yüan	73, 78	1, 16
Li-yüan-shao	75	5
Li-wu	68	7
Liang-chia-ts'un	87	1
Liang-chia-ying	87	1
Liang-lu-k'ou	83	10
Liang-shih-shao	96	8
Liang-shih-shao	98	1
Liang-shui-ch'in	124	3
Liang-shui-ching	82	3
Liang-yen-ching	174	5
Lien-ch'ang-p'o	35	14
Lien-shu-p'u	36	17
Lien-t'ieh-kai	37	10
Lien-tien	39	3
Lien-ts'ung-ts'un (Lien-tsung-chai)	146A.	1

Place.	Route.	Stage.
Lin-an Plain	105	9
Lin-chia-chai	6	8
Lin-chia-kua	22	7
Lin-chia-p'u	22	2
Lin-chia-p'u	24	2
Lin-chia-wan	23	3
Lin-kung-shao	113	4
Lin-ts'un-hsin	156	5
Ling-yin-shan	156	1
Liu-kung	119	3
Liu-shu-ho	74	5
Liu-t'ou-chiang	47	1
Lo-chia-ts'un	41, 60	5, 1
Lo-ch'iao	44	30
Lo-chih-chai	60	7
Lo-chin	153	6
Lo-ch'uan Plain	97	3
Lo-ho, Upper	32	1
Lo-hsing-tu	83	13
Lo-huang-ying	57	8
Lo-li	119	11
Lo-li-chung	94	8

Place.							Route.	Stage.
Lo-me-ti	.	.	.	.	.	.	44	26
Lo-ming	.	.	.	.	.	.	39	1
Lo-mu-ti	.	.	.	.	.	.	60	3
Long-pa	.	.	.	.	.	.	7	5
Lo-piao	.	.	.	.	.	.	83	13
Lo-p'ing (Hsien)	.	.	.	.	.	.	85	9
Lo-p'ing (Hsien)	.	.	.	.	.	.	109	5
Lo-po	.	.	.	.	.	.	127	4
Lo-sa	.	.	.	.	.	.	127	3
Lo-shui	.	.	.	.	.	.	46	7
Lo-shui-t'ang	.	.	.	.	.	.	124	4
Lo-shui-t'ang	.	.	.	.	.	.	93	1
Lo-t'ang	.	.	.	.	.	.	141	19
Lo-t'zũ (Hsien)	.	.	.	.	.	.	70	4
Lo-za	.	.	.	.	.	.	44	27
Loi-long	.	.	.	.	.	.	150	11
Loi-saw	.	.	.	.	.	.	1	1
Loi-saw	.	.	.	.	.	.	2	1
Long-sat	.	.	.	.	.	.	133	10
Lu-ch'ang	.	.	.	.	.	.	34	2
Lu-ch'ang	.	.	.	.	.	.	71	14
Lu-ch'i-sên	.	.	.	.	.	.	126	1

Place.	Route.	Stage.
Lu-chiang-ch'iao	35	3A
Lu-chiang-pa (Mong-hko)	26	2
Lu-chiang-pa (Mong-hko)	26, 35	2, 3
Lu-ch'in	119	11
Lu-ch'u-pei	71	6
Lu-ch'üan	70, 73	7, 6
Lu-fang	119	10
Lu-fang	123	13
Lu-fêng (Hsien)	36	16
Lu-kuai	70	7
Lu-kuai	73	6
Lu-liang (Hsien)	76	7
Lu-nan Ho	104	4
Lu-nan (Hsien)	104	3
Lu-p'iao-kai	36	18
Lu-p'ing	126	9
Lu-shui-ho	71	12
Lu-ti	127	6
Lu-tien (Hsien)	78	1
Lü-ho-kai	36	10
Lukyi	1	5
Lung-cha	133	10

Place.	Route.	Stage.
Lung-cha	140	6
Lung-chang	8	6
Lung-chang-kai	5, 6, 9A	6, 5, 1
Lung-chin-ch'iao	114	6
Lung-chüan (Möng-wan)	7, 7A	5, 3
Lung-ka	44	28
Lung-kai	71	10
Lung-kai	105	2
Lung-kai	155	7
Lung-kai	168	2
Lung-kan-wei	68	6
Lung-ling (Hsien)	8	12
Lung-ling (Hsien)	12	12
Lung-ling (Hsien)	13	12
Lung-ling (Hsien)	15	4
Lung-ling (Hsien)	18	7
Lung-ling (Hsien)	21	4
Lung-shan-chai	92	2
Lung-shan-ka	17	2
Lung-ta-sho	51	3
Lung-t'an-chai (Nawng-hpaw)	146	10
Lung-tang (Nawng-lawng)	123	6

Place.	Route.	Stage.
Lung-tang (Nawng-lawng)	137	1
Lung-t'ang	148	13
Lung-t'ang-kai	157	8
Lung-tung	156	9
Lung-tung-ch'ing	92	2
Lung-wang-ko	66	1
Lwe-je-bum	7	4
M		
Ma-an-shan	71	6
Ma-chai-yüan-tzū	82	4
Ma-chang	124	1
Ma-ch'ang	35, 60, 94	13, 16, 6
Ma-chia-chien	64	13
Ma-chin	72	2
Ma-chin-tzū	105	15
Ma-fên-t'ang	68	1
Maipat	12	5
Ma-i-wò	24	1
Ma-kai	69	6
Ma-kai	71	8
Ma-kai	85	7

Place.	Route.	Stage.
Ma-kai	123	5
Ma-ku-pa	64	7
Ma-la-ho	146	20
Ma-li-pa (Tawnio)	26	5
Ma-li-pa (Tawnio)	137	2
Ma-li-p'ing	133	9
Ma-li-p'ing	140	7
Ma-li-p'ing	150	17
Ma-li-p'o	124	3
Ma-li-shu	68	6
Ma-ling	156	4
Ma-lung	132	7
Ma-lu-tan	101	1
Ma-lu-t'ang	94, 132	2, 4
Ma-lung (Hsien)	75	6
Ma-lung-ho-pien	96	4
Ma-mien-kuan	23	6
Ma-mien-kuan Pass	31	7
Ma-mu-shu	89	3
Man-eu (Hsien) (Chetao)	6, 7, 9	7, 8, 5
Man-yün (Manwaing)	4, 6, 5	4, 5
Ma-t'ai-chang	161	2

Place.	Route.	Stage.
Ma-t'ai	174	2
Ma-t'ai-ts'un	161	2
Ma-t'ang	114	5
Ma-t'ang	120	4
Ma-tien-tzŭ	79	7
Ma-t'ou-shan	71	7
Ma-t'ou-shan	94	10
Ma-yi-tui	141	16
Mai-ku	25	9
Malipa (Tawnio)	26	5
Manai	7A	1
Man-bong	137	9A
Man-chu-Ho	133	11
Man-chang-kai	4, 6	8, 6
Man-chi	16	1
Man-chien	92	8
Man-ching-ying	35	1
Man-chu	93	4
Man-hai	88	2
Man-hai	12, 146	9, 17
Man-hao	12, 105, 128	9, 16, 5

	Place.	Route.	Stage.
Man-hsieh-k'ao	6	9
Man-hka	142	2
Mang-hkam	164	1
Man-kong	146	12
Mang-shih (Möng-hkwan)	12	11
Man-hkai	164	6
Man-hku	141	9
Man-hpa	134	2
Man-hpa	135	3
Man-hpa	146	7
Man-hpai	145	8
Man-hsak	146	4
Man-hsien	6	4
Man-hsing Ferry	155	3
Man-hung	14	5
Man-k'a-ching	88	1
Man-k'ai (Man-hai)	88	2
Man-ku	165	3
Man-kuan	41	5
Man-kuang	88	4
Man-kui-shan	92	7
Man-la (Hsien) (Chetao)	6, 7, 9	7, 8, 5

Place.	Route.	Stage.
Man-la	93	2
Man-la	173	3
Man-lai	147A	4
Man-lao-t'ang	20	1
Man-lao-t'ang	21	1
Man-lê	167	1
Man-lêng	146	8, 12
Man-lien	166	4
Man-lim (Wanteng),	12	8
Man-lin	147	11
Man-ling	146	8
Man-lo Bridge	15	3
Man-lo Bridge	16	1
Man-lung	147A	2
Man-mao	96	3
Man-mien-kuan	6	4
Man-min	91	5
Man-mu	146	24
Man-na	132	9
Man-wo	167	4
Man-nung	144	11
Man-pa	87	3

Place.	Route.	Stage.
Man-pan	148	12
Man-pêng	6	7
Man-pêng-t'ien	90	4
Man-pieh	166	3
Man-ping	148	5
Man-pong	144	12
Man-pu	93	4
Man-pyeh	14	5
Man-sa	93	1
Man-sa-p'ing	79	4
Man-sang	132	3
Man-tap	142	2
Man-ti	161	6
Man-tung	7	7
Man-tung	8, 9	8, 4
Man-tung	14	1
Man-tung	91, 138, 164.	5, 2, 5
Man-yang	12	12
Man-waing (Man-yün)	5, 10, 11	5, 1, 1
Man-wêng	25A	3
Man-yin	12	8

Place.	Route.	Stage.
Man-ying (Man-yün or Man-waing)	5.	5
Man-ying-wa	24.	5
Man-yok	133.	2
Man-yün (Manwaing)	5, 10, 11.	5, 1, 1
Mao-chia-pan-ch'iao	36.	9
Mao-chao	34.	3
Mao-kai	168.	4
Mao-ku-ta	156.	6
Mao-p'u-tzū	95.	2
Mao-p'u-tzū	96.	2
Mao-tou-shih	79.	9
Mao-ts'o-chao	35.	14
Me-chiao-chiao	63.	5
Me-li-shan	137.	11A.
Mei-nei-tzū-k'ou	73.	11
Mei-ti	39.	1
Mei-ti Ho	147.	5
Mei-tzū-kai	166.	4
Mêng-a	172.	5
Mêng-cha-ku	130.	2
Mêng-ch'a-yin	22.	9
Mêng-chêng	135.	11

	Place.	Route.	Stage.
Mêng-chi-p'u		36	14
Mêng-chung		137	5
Mêng-chien		133	12
Mêng-chien		141	5
Mêng-chu		146, 146A.	19, 2
Mêng-hsien		90	1
Mêng-hua (Hsien)		153	8
Mêng-hua (Hsien)		168	7
Mêng-hung		133	8
Mêng-hung		139	8
Mêng-hung		140	8
Mêng-hung		147	5
Mêng-ka (Möng-ka)		2	7
Mêng-ka (Mong-ka)		12	10
Mêng-ka		13	7
Mêng-ka		144	14
Mêng-kang		172	4
Mêng-ko		134	3
Mêng-ko		135	4
Mêng-ku		23	6, 7
Mêng-ku		31	9
Mêng-k'u		159	3

Place.						Route.	Stage.
Mêng-la	.	.	.	.	.	127	12
Mêng-lai	.	.	.	.	.	143	12
Mêng-lan	.	.	.	.	.	139	7
Mêng-lang	.	.	.	.	.	133, 148	[5, 7
Mêng-lang	.	.	.	.	.	153	2
Mêng-lang	.	.	.	.	.	154	2
Mêng-lang	.	.	.	.	.	155	1
Mêng-lang	.	.	.	.	.	163	6
Mêng-lêng	.	.	.	.	.	146	18
Mêng-li	.	.	.	.	.	90	7
Mêng-liang-pa	.	.	.	.	.	64	12
Mêng-lien (Möng-lem)	.	.	.	.	.	16	2
Mêng-lien (Möng-lem)	.	.	.	.	.	148	4
Mêng-lien (Möng-lem)	.	.	.	.	.	164	8
Mêng-lo Ho	.	.	.	.	.	161	4
Mêng-lung	.	.	.	.	.	4	6
Mêng-lung (Möng-lung)	.	.	.	.	.	{ 4 159	6 5
Mêng-ma	.	.	.	.	.	148	2
Mêng-ma (Ta-chai)	.	.	.	.	.	157	3
Mêng-ma-pa	.	.	.	.	.	137	8
Mêng-mang	.	.	.	.	.	171	4

Place.							Route.	Stage.
Mêng-mao	.	.	.	.	.	.	7A, 12	1, 6,
Mêng-mao	.	.	.	.	.	.	19	2
Mêng-mao	.	.	.	.	.	.	132	1
Mêng-mêng	.	.	.	.	.	.	144	9
Mêng-mêng	.	.	.	.	.	.	145	11
Mêng-mu	.	.	.	.	.	.	147	5
Mêng-nai	.	.	.	.	.	.	165	2
Mêng-nu	.	.	.	.	.	.	139	8
Mêng-pai	.	.	.	.	.	.	174	3
Mêng-pan	.	.	.	.	.	.	173	5
Mêng-pêng	.	.	.	.	.	.	137	5, 9A
Mêng-ping	.	.	.	.	.	.	148	6
Mêng-po-lo	.	.	.	.	.	.	137	9
Mêng-pying (Hsiao-pa-tzŭ-chai)	.	.	.	.	.	.	144	11
Mêng-sa	.	.	.	.	.	.	141	8
Mêng-shih	.	.	.	.	.	.	13	10
Mêng-shih	.	.	.	.	.	.	14	5
Mêng-sung	.	.	.	.	.	.	146	8
Mêng-sung	.	.	.	.	.	.	145	7
Mêng-sung	.	.	.	.	.	.	171	2
Mêng-tai	.	.	.	.	.	.	137	4
Mêng-ti	.	.	.	.	.	.	147	8

Place.	Route.	Stage.
Mêng-ting	141	3
Mêng-ting	142	4
Mêng-ting	144	3
Mêng-ting	145	3
Mêng-ting	146	3
Mêng-ting-kai	156	7
Mêng-tung	134	4
Mêng-tzŭ (Hsien)	105	13
Mêng-tzŭ (Hsien)	113	5
Mêng-tzŭ (Hsien)	118	5
Mêng-tzŭ (Hsien)	128	7
Mêng-wang	92, 170, 172.	3 1, 2
Mêng-wai	12	2
Mêng-wên (Man-lin)	12, 13	11, 8
Mêng-weng	172	
Mêng-yung	143, 150	11, 1
Mêng-yin	164	6
Mêng-yu	131	10
Mêng-yu	151	5
Mêng-yung (Möng-yawng)	141	10
Mêng-yung (Möng-yawng)	143	10

	Place.	Route.	Stage.
Mi-chih	154	8
Mien-ching	2	11
Mi-ku	60	10
Mi-le Hsien	104	5
Mili (Mu-li)	51	9
Mi-ma-la	60	9
Mi-pa-ch'iao	6	4
Mi-tien-kai	62	2
Mi-tu	154	9
Mi-tzŭ-ti	60	6
Mi-i-ssŭ	64	13
Mi-yu-ho	99	2
Miao-shan	153	7
Mieh-p'a-ch'ia	143	13
Mien-ch'in	2	11
Mien-ning (Hsien)	141	13
Mien-ning (Hsien)	159, 159A.	6
Mien-p'êng-ts'un	156	1
Mien-t'ien	105	10
Min-yin-shui	53	2
Ming-chui	120	2
Ming-shih	153	9

Place.	Route.	Stage.
Ming-yu-ho	51	2
Mo-cha-la	63	7
Mo-hei	89	1
Mo-hei	166	1
Mo-lang-p'o	89	7
Mo-lo, Upper	31	2
Mo-p'o	166	2
Mo-sha	94	4
Mo-shih Ho	24	7
Mo-si-la	60	5
Mo-so-ying	99	2
Momauk	6	1
Möng-chên	171	6
Möng-chêng (Mêng-chêng)	133, 147	11, 7
Möng-chi	14	4
Möng-hai (Mêng-hai)	150	8
Möng-hai (Mêng-hai)	171	7
Möng-hai (Mêng-hai)	172	7
Möng-ham (Ka-lan-pa)	169	6
Möng-hê	169	4
Möng-hing	150	16
Möng-hka	134	5

Place.	Route.	Stage.
Möng-hko	35	3
Möng-hkong Hka	6	3
Möng-hkwan (Möng-shih)	13	10
Möng-hkwan	14	5
Möng-hom (Mêng-hung)	133	8
Möng-hom (Mêng-hung)	139	8
Möng-hom	140	8
Möng-hom	147	5
Möng-hsong	171	2
Möng-hsung-taü	150	9
Möng Hu Nö	91	6
Möng Hu Nö	93	5
Möng-hum	8	8
Möng-hun	150	7
Möng-ka (Mêng-ka)	2	7
Möng-ka	136	1
Möng-kua	133	10
Möng-kyet	114	4
Möng-lem	148	4
Möng-lem	164	8
Möng-lieh (Mêng-li)	90	7
Möng-lin	169	4

Place.	Route.	Stage.
Möng-long	2, 4	10, 6
Möng-long-ching (Liu chia-chai)	90	3
Möng-lwi	169	2
Möng-ma	150	3
Möng-mu	139	8
Möng-na	4	8
Möng-nyim-nö	146	12
Möng-nyim-nö	162	1
Möng-nyim-taü (Hsia-mêng-yin)	146, 163	11
Möng-pan	150	5
Möng-pang	170	3
Möng-pong	137	9A.
Möng-shih (Möng-hkwan)	13	10
Möng-to	169	4
Möng-tum	134	4
Möng-un	169	5
Möng-ung	172	6
Möng-wa	150	2
Möng-wai	12	2
Möng-wan (Lung-chüan)	7, 7A.	5, 3
Möng-waw (Wei-yüan) (see Ching-ku)	144	17
Möng-wu	91	6

Place.	Route.	Stage.
Möng-wu (Mong-Hu-No)	93	5
Möng-ya	132	6
Mong-yawng (Mêng-yung)	141, 143	10, 10
Mu-ch'ang	155	2
Mu-ch'êng	139	6
Mu-kua-chai	15	1
Mu-lan-tien-pa	137	6
Mu-li (Mi-li)	51	9
Mu-nai	164	4
Mu-ni-ch'ang	84	11
Mung-pe-hka	12	4
Mu-pang	133, 151A.	7, 1
Mu-pang-p'u	36	5
Mu-pieh-wan	48	2
Mu-se	13	2
Mu-shui-ho	26	7
Mu-shên-tu	52	3
Mu-ti-ho (Mu-ti-chin)	55	7
Mung-pe Hka	12	4
Myin-ka	22	5
N		
Na-chang	3	4

Place.	Route.	Stage.
Na-ch'i (Hsien)	84	18
Na-chiu-pai	127	12
Na-hka	14	4
Na-hsang	137	3
Na-hsang	147	1
Na-hseng	7	5
Na-ko-lo	170	4
Na-k'o-li	150	19
Na-ku (Na-p'u)	47	3
Na-long	164	1
Na-miu-yao	136	3
Na-nai	16	1
Na-nam	141	11
Na-pei	90	2
Na-p'u	46	8
Na-p'u (Na-ku or La-pu)	47	3
Namhkam	7A.	1
Nam-hpyit	159	1
Nam-hsawn	12	7
Nam-hsawn	13	2
Nam-hsiri	12	1
Nam-htarang	150	1

Place.	Route.	Stage
Nam-htom	12	5
Nam-lam (Lam-lam)	12	5
Nam-kan (Hsiao-hei-chiang)	163	4
Nam-kaw (Tai-shang Ho).	145	13
Nam-li	1	3
Nam-li	2	3
Nam-lom-hka	3	1
Nam-paung	5	3
Nam-shih	171	1
Nam-sak Post (Nan-cha)	146	11
Nam-se Hka	12	3
Nam-ting	142	1
Nam-tong-mi	146	9
Nam-tum river	145	6
Nam-tum-lao	145	8
Nam-wa	{ 25 A. 145	1 12
Nam-wan Ho (R-Lung-ch'uan)	8	7
Nan-an (Hsien)	95	6
Nan-an (Hsien)	98	5
Nan-cha (Nam-sak)	146	11
Nan-chiao Ho	156, 161	1, 7

Place.	Route.	Stage.
Nan-chien	154	7
Nan-chien	168	5
Nan-ching-li	7A.	12
Nan-ching-wan	163	4
Nan-chu-ho	124	3
Nan-hsi	125	6
Nan-i-ch'in	43	5
Nan-i-ch'in	57	4
Nan-i-hsien	86	4
Nan-ma-chai	148	9
Nan-na	143	11
Nan-pei ferry (Ta-kan)	146	16
Nan-pi-pi	8	5
Nan-p'i-t'u	145	13
Nan-pien	170	1
Nan-sa (Nam-hsa)	8	5, 6
Nan-tien	6	10
Nan-tu ferry	94	4, 5
Nan-wa	146	13
Nan-ya	160	8
Nang-chang-chai	145	5
Nang-mu-chai	6	8

Place.							Route.	Stage.
Nang-no	.	.	.	.	.	.	171	8
Nang-nu	.	.	.	.	.	.	148	5
Nang-sai	.	.	.	.	.	.	18	4
Nang-sai	.	.	.	.	.	.	133	3
Nang-wan	.	.	.	.	.	.	6	7
Na-wan	.	.	.	.	.	.	7	5
Nawng-hpaw (Lung-t'an-chai)	.	.	.	.	.	.	146	10
Nawng-kawn	.	.	.	.	.	.	7	5
Nawng-lawng (Lung-tung)	.	.	.	.	.	.	137	1
Nawng-ma	.	.	.	.	.	.	7A.	1
Nga-té	.	.	.	.	.	.	127	4
Ngaw-chang Hka	.	.	.	.	.	.	32	Branch 1
Ngên-lo	.	.	.	.	.	.	46	7
Niang-niang-miao	.	.	.	.	.	.	24	1
Ni-chu	.	.	.	.	.	.	73	8
Ni-ko-lang	.	.	.	.	.	.	114	2
Ni-ku	.	.	.	.	.	.	63	7
Ni-ssũ	.	.	.	.	.	.	49	2
Ning-chou	.	.	.	.	.	.	107	3
Ning-chou	.	.	.	.	.	.	110	2
Ning-chou	.	.	.	E	.	.	112	2
Ning-kram	.	.	.	.	.	.	9	2

Place.	Route.	Stage.
Niu-chai	168	4
Niu-chang	128	1
Niu-ching-kai	57	8 A. I, 9
Niu-chuan Ho	1	8
Niu-kai	42	3
Niu-kai	70, 71	11, 9
Niu-p'ing-p'u	35	11
Niu-p êng-tzŭ	64	6
Niu-wang (Yu-wang)	17	5
Niu-wang (Yu-wang)	137	13
Niu-wei-ts'un	124	2
No-cho	81	3
No-lang-kai	120	3
Nok-nan	163	1
Nong-kong	171	4
Nsendaru	25A.	4
Nuan-li	165	1
Nya-hsai (Ya-sai)	144	8
O		
O-chia (Hsien) (Wo-chia)	86	4
O-ma-chan	76	5

Place.						Route.	Stage.
P							
Pa-ch'a	.	.	.	.	.	70	10
Pa-chai	.	.	.	.	.	125	3
Pa-chai-p'ing	.	.	.	.	.	84	8
Pa-ch'iao-chang	.	.	.	.	.	17	1
Pa-chu-chai	.	.	.	.	.	18	6
Pa-chu-chai	.	.	.	.	.	133	1
Pa-ha	.	.	.	.	.	127	10
Pa-êrh-ch'iao	.	.	.	.	.	55	5
Pajao	.	.	.	.	.	4A.	1
Pa-k'a	.	.	.	.	.	91	5
Pa-kai	.	.	.	.	.	100	1
Pa-kou-nao	.	.	.	.	.	78	3
Pa-la	.	.	.	.	.	60	10
Pa-la-Ho	.	.	.	.	.	45	4
Pa-lang	.	.	.	.	.	122	6
Pa-lan-kai	.	.	.	.	.	157	9
Pa-leo	.	.	.	.	.	127	2
Pa-lou	.	.	.	.	.	123	7
Pa-mei (Pi-mien)	.	.	.	.	.	47	4
Pa-mien	.	.	.	.	.	47	4
Pa-na	.	.	.	.	.	92	2

Place.	Route.	Stage.
Pa-p'a	12, 13	11, 9
Pa-pao-shan	147	13
Pa-pien Ho	156	10
Pa-sang	172	3
Pa-ta-shan	182	8
Pa-ta-wan	60	7A.
Pa-té	127	3
Pa-yung-ko (Kuo-yung-pa)	47	5
P'a-t'ieh	146	21
P'a-tzü-t'ang	114	3
Pai-ai (Po-ngai)	{ 119 123	8 11
Pai-fên-chiang	45	4
Pai-fên-chiang	46	4
Pai-hua-shan	70	5
Pai-hu-t'ang	94	7
Pai-mu-chin	157	7
Pai-niu-pa	52	1
Pai-sê-(Hsien) (Po-sê Hsien)	119	11
Pai-sê (Hsien) (Po-sê Hsien)	123	14
Pai-t'a	132, 153	3, 8
Pai-shui	156	8

Place.	Route.	Stage.
Pai-tzū-t'ien	69	6
Pai-yen-ching	62	4
Pai-yen-ching	63	4
Pai-yen-ching	68	7
Pai-yi-ts'un	97	2
Pai-yün-shan	146	21
Pak-ha	146	7
Pak-noi-hka	4	5
Pan-cha	127	12
Pan-ch'iao	80	5
Pan-ch'iao	83	8
Pan-ch'iao	85	10
Pan-ho	157	2
Pan-k'a	147A.	1
Pan-naw	146	9
Pan-pa	119	11
Pan-pêng	119	11
Pan-p'ing ch'in	77	1
Pan-p'o	94	2
Pan-po-chai	92	7
Pan-tao	119	11
Pan-tawng	7	6

Place.	Route.	Stage.
Pan-yin-ch'in	157	6
Pang-yang-fang	89	4
P'an-cha-chang	86	1
P'an-chih-hua	105	11
P'an-chih-hua ferry	132	4
Pang-hai	150	6
Pang-hsaw	148	1
Pang-hsi	5	5
Pang-htarang	150	1
Pang-hung	145	9
Pang-huei	171	3
Pang-ling	150	10
Pang-long (Ta-ya-k'ou)	144	7
Pang-lou	137	7
Pang-mai	21, 71, 134	1, 10, 5
Pang-maw	146	5
Pang-naw-chai	149	1
Pang-naw-chai	164	5
Pang-niu	145	13
Pang-pa	146	10
Pang-p'o	160	2

Place.						Route.	Stage.
Pang-po-lo	.	.	.	.	.	86	2
Pang-sa	.	.	.	.	.	150	13
Pang-sang	.	.	.	.	.	9	3
Pang-tung	.	.	.	.	.	9	2
Pang-tung-kai	.	.	.	.	.	157	4
Pang-tzü-la	.	.	.	.	.	46	14
Pang-tzü-la	.	.	.	.	.	49	4
Pang-wa	.	.	.	.	.	5, 143	5, 12
Pang-wai	.	.	.	.	.	156	2
Pang-wan	.	.	.	.	.	133, 144	13, 5
Pang-yao	.	.	.	.	.	160	1
Pang-yin	.	.	.	.	.	162	2
Panwa pass	.	.	.	.	.	26	5
Pao Shan Hsien (Yung-ch'ang)	.	.	.	.	.	{ 17, 22, 23, 35, 137	7, 10, 11, 5, 15
Pao-hsiu-kai	.	.	.	.	.	116	3
Pao-t'ou-tan	.	.	.	.	.	124	5
Pao-tu	.	.	.	.	.	55	5
Pê-han-ch'ung	.	.	.	.	.	36	18
Pê-nieh	.	.	.	.	.	73	13
Pê-tou-shao	.	.	.	.	.	41	4
Pêi-ai	.	.	.	.	.	14	4

Place.	Route.	Stage.
Pei-ai-tzŭ	156.	9
Pei-chi	45.	11
Pei-chi-chu	55.	4
Pei-chao-lin	136.	3
Pei-chih-shu	60.	1
Pei-hsi-no	93.	3
Pei-lung-shao	75.	3
Pei-ma-t'ou	14.	2
Pei-ni-t'ang	122.	5
Pei-pia	93.	3
Pei-sha-hsing	154.	7
Pei-t'ang-p'u	75.	5
Pei-to-ko	137.	15
Pei-yin-shan	96.	2
Pei-yu-ti	64.	3
Pêng-p'o	113.	1
Pêng-shu	130.	3
Pi-chi-kuan	36.	21
Pi-chia-shan	73.	8
Pi-chieh (Hsien)	84.	7
Pi-mien (Pa-mei)	47.	4
Pi-shuo	94.	1

	Place.	Route.	Stage.
Pi-ts'ai		73	12
Pi-yi		55	6
P'i-ch'ang		60	4
Piao-ts'un		44	3
Pieh-mang-chai		147	3
Pien-pa		114	4
Pien-tzŭ		121	3
P'ien-chio-kai		57	8
P'ien-ma (Hpimaw)		32, 33	3, 2
Pien-ying		71	3
Pin-chai		119, 127	11, 10
Pin-chi		57	9A.
Pin-ch'uan (Hsien)		57	9
Pin-ch'uan (Hsien)		61	3, 4
Pin-ch'uan-kai		60	6A.
Pin-pai		60	11
Pin-p'o		35	13
P'in-ka		18	3
P'in-ka		133	4
P'in-ka		133	5
Pin-tê-ts'un		41	3
Ping-ku		64	13

Place.	Route.	Stage.
Ping-pa	83	7
Ping-wa	58	4
P'ing-an-chai	126	8
P'ing-chai	88	1
P'ing-chang	143, 146, 154	11, 21, 5
P'ing-ho	35	2A.
P'ing-ho	127	8
P'ing-k'a	18, 133	3, 4
Ping-ling	157	8
P'ing-pa	125	2
P'ing-yeh-hsün	141	12
Po-cha	101	2
Po-cho	119	11
Po-hsi	110	2
Po-hsi	112	2
Po-mu	145	4
Po-ngai (Pai-ai)	119	8
Po-ngai (Pai-ai)	123	11
Po-shang	159, 159A.	5, 1
P'o-chia-chai	144	10
P'o-chio	58	11

	Place.	Route.	Stage.
P'o-chio	64	13
P'o-lo-ti.	55	2
Po-sê Hsien (Pai-sê)	119, 123	11, 14
P'o-t'ou.	27	1
Pu-la-kai	118	4
Pu-la-kai	120	1
Pu-tien	112	4
Pu-ting	150	16
P'u-chi	71, 72	1, 2
P'u-chi-ch'iao.	66, 68	3, 3
P'u-ch'ang-Ho	36	7
P'u-êrh (Hsien)	150	20
P'u-êrh (Hsien)	105	5
P'u-êrh (Hsien)	79	8
P'u-peï	94	11
P'u-pêng	36	6
P'u-p'iao	35	4
P'u-p'iao	122, 137	2, 15
P'u-ting	47	6
P'u-tsê	86	4
Pu-tsê-shao	96	8
P'u-tu-ho	70	8

Place.	Route.	Stage.
P'-tu-ho	73	7
P'u-tzū-t'ang	114	3
P'u-yin	125	5
Pu-yüan	92	4
R		
Ran-da	51	3
Ron-sha	46	10
S		
Sa-la-fang	144	15
Sadon Fort	1	4
Sadon Fort	2, 12	4, 5
Salween Bridge	35	3A
San-chai-wan	137	11A
San-chi-hsün	24	9
San-chia-ch'ang	96	7
San-chia-ch'ang	98	2
San-chia-ts'un	54	1
San-chia-ts'un	62, 70	4, 9
San-chia-ts'un	90, 133	6, 5
San-chüan	57	3
San-chiang-k'ou ferry	73	10

Place.	Route.	Stage.
San-ho-yi	97	5
San-kai-tzŭ	45	3
San-kai-tzŭ	46	3
San-ko-huang.	150	16
San-kuo-chuang	146	24
San-pan-ch'iao	37	9
San-pao-ts'ang	132	5
San-si (Chan-hsi)	2	9
San-si (Chan-hsi)	3	7
San-si Gorge (Chan-hsi Gorge)	2	6
San-ta (Chanta)	4, 11	7, 1
San-ta-ch'ang.	64	2
San-tao-kou	81	5
San-tao-kuai	81	5
San-tui-tzŭ	58	8
San-tui-tzŭ	59	1
San-tui-tzŭ	64	10
San-ying-p'an	73	11
Se-chang	44	17
Se-fong	13	5
Se-hai	13	1
Se-kou (Chê-kou)	9	1

Place.	Route.	Stage.
Se-ku-la-hu	46	9
Se-lan (Se-fong or Chê-fong)	13	1
Seniku	25A	3
Sha-chi	39	5
Sha-ch'iao	36	8
Sha-ha-tê	126	2
Sha-ho-chang	22	8
Sha-hsi	43	2
Sha-kou (Lap-hsing)	147	8
Sha-kou-shao	61	3
Sha-kou-ts'un	71	2
Sha-kung-shu	77	2
Sha-mu-ch'iao	119	1
Sha-mu-ho	35	7
Sha-mu-lung	7	6
Sha-pa-kai	166	4
Sha-pa-ying	105	7
Sha-piao-ch'ih	124	3
Sha-po-chia	151	1
Sha-sung-ling	173	4
Sha-sung-shao	35	9
Sha-tien-kai	98	3

Place.	Route.	Stage.
Sha-wa-chin	59	3
Sha-wan	60	11
Sha-yang	35	7
Sha-yi-chiu	69	3
Shan-chu-wo	94	8
Shan-ho-p'u	71	14
Shan-ho-pa	151	1
Shan-cha-ts'un	161	5
Shan-kai	147	9
Shan-kang-p'u	57	10 and 10A
Shan-p'in-ch'uan	44	23
Shan-shên-shao	43	6
Shan-shên-shao	57	3
Shan-tung	15	2
Shang-chi-lung	153	6
Shang-ching-chang	148	8
Shang-k'e	94	10
Shang-kuan	40	1
Shang-kuan	41	1
Shang-kuan	42	1
Shang-kuan	43	1
Shang-li-kuai	132	10

Place.	Route.	Stage.
Shang-lu	83	14
Shang-mêng-yin	146	12
Shang-pa-pien	89	2
Shang-pêng-nai	15	2
Shang-tui-lung	74	2
Shan-yao	23	5
Shan-yao	31	7
Shao-hsin	156	8
Shao-kai	154	4
Shao-pa-ku	114	4
Shao-p'ai	74	8
Shao-ping	55	1
She-shun	60	10
Shê-tzŭ	36	14
Shê-tzŭ	70	1
Shi-lo-kung (Shi-raw-kawng)	4	5
Shi-sê-lo	79	5
Shih-ai-chai	105	12
Shih-ch'ien-p'u	36	13
Shih-chu-lao	6	7
Shih-kai	94	10
Shih-ku	40	7

Place.	Route.	Stage.
Shih-ku	45	2
Shih-ku	46	2
Shih-la-t'a	71	7
Shih-li	87	4
Shih-li-p'u	80, 105	2, 3
Shih-lo-kung	4	5
Shih-mei-yên	39	4
Shih-mên-ching	37	7
Shih-pa-chai	112	3
Shih-pan-chai	91	5
Shih-pan-shao	76	5
Shih-p'ing	163	3
Shih-p'ing	164	3
Shih-p'ing (Hsien)	116	2
Shih-t'i (Fort)	5	4
Shih-tien	109, 131	1, 3
Shih-tien	137	2
Shih-t'ou-chai	132	4
Shih-t'ou-ho	68	2
Shih-t'ou-ts'un	64	12
Shih-tsung (Hsien)	85	8
Shih-tung-ssü	168	4

Place.	Route.	Stage.
Shih-tung-ts'un	111	1
Shing-op (Chieh-ma Ho)	2	5
Shingaw Hka	25A	4
Shi-raw-kawng (Shi-lo-kung)	4	5
Shu-chia-ts'un	38	1
Shu-chu-po	38	3
Shu-kai	168	3
Shu-shê-ti	34	6
Shu-wu-ma	151	1
Shuan-yi-tang	101	1
Shuang-chiang ferry	162	3
Shuang-ch'in-chai	160	7
Shuang-ching	84	12
Shuang-ho	145	12
Shuang-lang-kai	61	1
Shuang-lung-ch'iao	81	1
Shui-chai	90	6
Shui-ch'lung	137	15
Shui-ch'in	80	7
Shui-hai-tzŭ	76	1
Shui-hai-tzŭ	85	1
Shui-kio-t'ou	170	4

Place.	Route.	Stage.
Shui-shan	104	4
Shui-t'ang-tzŭ	78	7
Shui-t'ien	105, 128	15, 6
Shün-ning (Hsien)	131	11
Shün-ning (Hsien)	141	20
Shün-ning (Hsien)	151	6
Sinlum	6	Epitome.
Simapa	4A.	2
So-lo-wu	65	5
So-tien-k'ou	12	11
Ssŭ-ch'êng	94	9
Ssŭ-li-ch'ang Bridge	56	2
Ssŭ-ting	119	5
Ssŭ-mao (Hsien)	146	25
Ssŭ-mao (Hsien)	148	16
Ssŭ-mao (Hsien)	150	18
Ssŭ-mao (Hsien)	170	5
Ssŭ-tung	137	15, note
Ssŭ-yên-chin	141	4
Su-chang	25	12
Su-nai-lan	110	1
Su-tien	3	6

Place.	Route.	Stage.
Sui P o	79	9
Sun-nö (Ssu-yen-chin)	141	4
Sun-tsu	{ 24 24A	6
Sung-ch'ang	41	6
Sung-chia-ta-chai	166	2
Sung-hua-p'u	80	3
Sung-kuei	57	4
Sung-lin	80	2
Sung-ling	131	4
Sung-lin-t'ang	152	2
Sung-mao-p'ien	70	12
Sung-ming (Hsien)	74	2
Sung-p'ing-kuan	71	12
Sung-p'ö	155	8
Sung-sha-kuan	80	3
Sung-shan	17, 147	3, 12
Sung-t'ing	47	3
T		
Ta-ai-tung	52	2
Ta-chai	141	6

Place.	Route.	Stage.
Ta-chai	157	3
Ta-chai	30	2
Ta-ch'ang	58	1
Ta-chi-chou	64	7
Ta-chia	118	2
Ta-chia-ma	96	5
Ta-chiang-pien	114	1
Ta-chiang-pien	115	1
Ta-ch'iao	68, 70	7, 13
Ta-ch'iao	74	9
Ta-ch'iao	76	8
Ta-ch'iao	81	6
Ta-ch'iao-kai	130	1
Ta-chien	15	1
Ta-chih-mo	64	5
Ta-ching	37	7
Ta-ching-shao	104	6
Ta-chio	46	9
Ta-chou-yi	84	16
Ta-chu-pa	31	3
Ta-chuang	97	3
Ta-ch'uan-k'o	69	4

Place.	Route.	Stage.
Ta-ch'un-shu	155	5
Ta-hai	144	16
Ta-hai	174	6
Ta-hai-tz'ı	78	5
Ta-ho	1	8
Ta-ho-pien	86, 91	4, 2
Ta-hsiao-chuan	44	11
Ta-hsueh-shan	17	3
Ta-hua-shu	56	3
Ta-kuan Ferry	145	14
Tai-ping-kai	44, 11	3, 1
Ta-kan (Nan-pei)	146	16
Ta-ko-hen	91	5
Ta-ku	54	4
Ta-ku-tai	132	6
Ta-kuan	79	3
Ta-kuan-chih	17	6
Ta-kuan-lao	79	4
Ta-kuan-shih	137	14
Ta-kuan (Hsien)	79	3
Ta-la-i	151	1
Ta-lan-ch'ing	35	4

Place.	Route.	Stage.
Ta-li (Hsien)	35	15
Ta-li (Hsien)	152	10
Ta-li (Hsien)	153	11
Ta-li (Hsien)	168	10
Ta-li-shao	35	6
Ta-li-ssü	147	11
Ta-lo-pai	127	10
Ta-lu	58	2
Ta-lu-hsing	69	5
Ta-lu-pien	161	3
Ta-lu-ti	60	1
T'a-lung	94	9
Ta-lung	51	1
Ta-lung-t'an	74	6
Ta-ma-ch'ang	88	3
Ta-ma-to-lo	126	6
Ta-me-ti	95	1
Ta-me-ti	96	1
Ta-mei-ti	104	4
Ta-mêng	142	2
Ta-mêng-t'ung	131	9
Ta-mêng-t'ung	132	8

Place.						Route.	Stage.
Ta-mo-tao-ho	.	.	.	.	.	144	14
Tao-yüan	.	.	.	.	.	60	1
Ta-pa	.	.	.	.	.	137	15
Ta-pan	.	.	.	.	.	86	2
Ta-pan-ch'iao	.	.	.	.	.	75	1
Ta-pan-ch'ing	.	.	.	.	.	35	4
Ta-pang-ma	.	.	.	.	.	159	2
Ta-pêng	.	.	.	.	.	159A	3
Ta-pen-chang	.	.	.	.	.	38	3
Ta-p'i-ling	.	.	.	.	.	64	6
Ta-pin-chang	.	.	.	.	.	87, 132	5, 7
Ta-pin-tzũ	.	.	.	.	.	41	4
Ta-p'ing-kuan	.	.	.	.	.	154	1
Ta-p'o-chen	.	.	.	.	.	79	1
Ta-p'o-kuan	.	.	.	.	.	65	3
Ta-p'u-t'zũ	.	.	.	.	.	35	13
Ta-p'u-wo (Huang Ni-p'o)	.	.	.	.	.	15	2
T'ai-p'ing	.	.	.	.	.	1	8
T'ai-p'ing Ferry	.	.	.	.	.	150	2
T'ai-p'ing-ch'ang	.	.	.	.	.	91	2
T'ai-p'ing-p'u	.	.	.	.	.	35, 67	11, 2
T'ai-ping-t'sun	.	.	.	.	.	8, 57	11, 5

Place.	Route.	Stage.
T'ai-p'ing-tzŭ	17, 39, 78.	1, 1, 3
Ta-shan-chio	146	22
Ta-shan-shao	75	3
Ta-shao	36, 76	19, 4
Ta-shao	85	4
Ta-shih-ch ang	125	4
Ta-shih-t'ou-kai	157	4
Ta-shih-p'u	36	11
Ta-shui-ching	8, 14	10, 3
Ta-shui-ching	77	5
Ta-shui-t'ang	74, 103	7, 1
Ta-shui-t'ang	109	1
Ta-shui-t'ang	137	8
Ta-shui-t'ien	96	3
Ta-si-li	169	5
Ta-sung-p'ing	63	5
Ta-t'ang	16	5
Ta-t'ang-kuan-yao	78	10
Ta-t'ang-t'zŭ	22	3
Ta-t'ang-t'zŭ	24	3
Ta-t'ieh-chai	87	6

Place.	Route.	Stage.
Ta-t'ien-fang	94	5
Ta-tien Ho	148	7
Ta-t'ien-kai	65	2
Ta-ts'ang	152, 153	8, 9
Ta-tse-ssü	44	7
Ta-tso	95	5
Ta-ts'un	73	16
Ta-ts'un-kai	55	4
Ta-tu-k'ang	150	14
Ta-t'zũ-wa-ti	34	9
Ta-t'zũ-ssü	70	2
Ta-wa-t'ou	132	3
Ta-wa-ts'un	152	6
Ta-wai	139	7
Ta-wan-t'zũ	35	7
Ta-wan-t'zũ	79	4
Ta-wang-miao	41	2
Ta-ya-k'ou	30	2
Ta-ya-k'ou (Pang-long)	144	7
Ta-ya-k'ou	148	10
Ta-yao (Hsien)	61, 62	3, 6
Ta-yao (Hsien)	65	7

Place.	Route.	Stage.
T'a-lang T'ing	89	6
T'a-lung	94	9
Tai-chai	91	4
Tai-ch'iao	107	2
T'ai-p'ing-p'u	35	2
T'ai-p'ing-p'u	35	11
T'ai-p'ing-p'u	67	2
Tamu Hka	25A	6
Tan-tsa	25	11
T'an-t'ou	79	8
T'an-t'ui	49, 124	2, 5
Tang-chan	44	32
Tang-cho	127	9
Tang-ku-ti	60	5
T'ang-sao	86	1
T'ang-ch'ih	76	2
T'ang-chih	85	2
Tanga Hka	25A	5
T'ang-kuan-yao	73	18
T'ang-kuan-yao	78	15
Tang-pa	114	5
T'ang-pa-shao	71	5

Place.	Route.	Stage.
T'ang-t'ang	80	8
T'ang-tê	73	15
Tao-chin-ch'ung	68	7
Tao-p'o	14	4
Tao-shu-ho	57	3
Tao-ta	126	10
T'ao-tien-pa	82	4
T'ao-yüan	77	6
Tao-nung	46	4
Taw-mawn	139	1
Taw-mawn	140	1
Taw-mawn	141	1
Taw-mawn	144	1
Taw-mawn	145	1
Taw-mawn	146	1
Taw-nio (Malipa)	137	2
Taw-nio (Malipa)	138	3
Tê-êrh-shan-p'o	82	2
Te-ku	44	33
Tê-lo-wei	152	1
Tê-tang	147, 151A	6, 2

Place.						Route.	Stage.
Têng-ch'uan (Hsien)	.	.	.	.	.	37, 40	12, 2
Têng-kêng	.	.	.	.	.	34	1
Têng-ts'ao-p'ing	.	.	.	.	.	64	7
Têng-t'ung	.	.	.	.	.	88	3
Têng-t'zũ-p'u	.	.	.	.	.	17	5
Tengyueh	.	.	.	.	.	1	11
Tengyueh	.	.	.	.	.	2	12
Tengyueh	.	.	.	.	.	3	10
Tengyueh	.	.	.	.	.	4	10
Tengyueh	.	.	.	.	.	5	7
						6	8
						7A	7
Tengyueh	.	.	.	.	.	7	9
Tengyueh	.	.	.	.	.	16	3
Tengyueh	.	.	.	.	.	26	8
Ti-ang-yin	.	.	.	.	.	86	2
Ti-ha	.	.	.	.	.	127	3
Ti-kai	.	.	.	.	.	139	6
Ti-ma-ho-pa	.	.	.	.	.	127	3
Ti-mi	.	.	.	.	.	125	2
Ti-mo-shan	.	.	.	.	.	94	10
Ti-mo-ts'un	.	.	.	.	.	43	4

Place.	Route.	Stage.
Ti-mo-ts'un	57	4
Ti-p'an-tao	45	6
Ti-tung-p'u	83	14
Ti-yang	14	3
Ti-yu-k'o	94	1
Tieh-ho	44	16
T'ieh-ch'ang	35, 74, 122	8, 6, 1
T'ieh-chiang-ts'un	73	16
T'ieh-so-ch'iao	37	10
T'ieh-so-ta-ying	60	8
T'ieh-so-ta-ying	60	8A
T'ieh-so-ta-ying	63	8
Tien-chung-kai	152	8
Tien-pa	163	5
Tien-so	89	7
Tien-so-kuan (Yin-su-pa)	105	5
Tien-to-ho	100	2
Tien-tung	119	11
T'ien-êrh-ching	37	7
T'ien-pa-chai	133	6
T'ien-pa-kai	88	3

Place.	Route.	Stage.
T'ien-shêng-ch'iao	120, 159	5, 4
T'ien-shêng-kuan	76	5
T'ien-shêng-kuan	85	5
T'ien-shêng-t'ang	36	7
T'ien-t'ai-t'zũ	68	3
Tin-loi	134	1
Tin-sing	150	9
Ting-chia-ts'un	60	5A
Ting-pa	145	6
Ting-pao-chai	127	1
Ting-yüan (Hsien)	66	3
Ting-yüan (Hsien)	68, 71	3, 8
To-i-ling	163	2
To-k'a	115	3
To-kê-t'ang	77	4
To-lo	44	21
To-mei Ferry	57	5
To-mu-lang	48	5
Tong-bé	127	9
To-no	44	4
To-shui-t'ien	124	4
To-ti	44	20

Place.	Route.	Stage.
T'o-hua	52	5
T'o-hua	53	6
T'o-tien	104	1
Tou kou	159A	2
T'ou-chin-fang	166	1
T'ou-tao	166	3
Tou-ti	64	9
T'ou-sha-kuan	79	6
T'ou-tao-shui	141	17
T'ou-tao-shui	143	13
T'ou-tao-shui	147	3
Ts'ai-chia-chai	147	4
Ts'ai-tzŭ-ti	141	7
Ts'ang-chia-hsin	96	5
Ts'ang-shang	94	10
Ts'ang-tung-pi	53	3
Ts'ao-hai-ts'un	76	2
Ts'ao-chia-chai	147	9
Ts'ao-pai-pan-ch'iao	75	4
Ts'ao-ku-tien	64	6
Ts'ao-tien	129	1
Ts'ao-ch'ien	24	7

Place.					Route.	Stage.
Ts'ao-hai-pan-ch'iao	.	.	.	.	75	4
Ts'ao-p'u-kai	.	.	.	.	36	19
Ts'ao-p'i-kai	.	.	.	.	160, 167	5, 3
Tse-shu-chao	.	.	.	.	31	5
Tsei-kuan-t'ien	.	.	.	.	152	1
Ts'eng-chia-ts'un	.	.	.	.	151	7
Tso-ch'ia	.	.	.	.	65	4
Tso-chio	.	.	.	.	78	6
Ts'u-chü	.	.	.	.	73	10
Ts'un-wei	.	.	.	.	38	3
Ts'ung-p'ing	.	.	.	.	90	5
Ts'ung-liang-kai	.	.	.	.	156	10
Ts'ung-liang-kai	.	.	.	.	160, 167	10, 5
Ts'ung-p'ing	.	.	.	.	90	5
Ts'ung-sao	.	.	.	.	86	1
Tuan-chia-chai	.	.	.	.	17	2
Tu-chi-pang	.	.	.	.	92	3
Tu-kê	.	.	.	.	78	12
Tu-ko-chai	.	.	.	.	150	13
Tu-t'ien	.	.	.	.	87, 90	8, 1
T'u-êrh-kuan	.	.	.	.	74	1
Tu-p'an	.	.	.	.	36	9

Place.	Route.	Stage.
Tu-shu-p'ö	36	20
T'u-tien	95	3
T'u-tien	96	3
T'uan-shan	157	5
Tuan-chan-chai	90	5
Tai-nao-k'ö	56	1
Tun-hong	6	3
Tung-chu-ling	49	5
Tung-ch'uan (Hsien)	70	16
Tung-ch'uan (Hsien)	74	10
Tung-ch'uan (Hsien)	81	8
Tung-ch'uan-chai	94	2
Tung-tang Ho	148	6
Tung-tu	123	3
Tung-wa	173	1
T'ung chia-chai	16	2
T'ung-hai (Hsien)	101	5
T'ung-hai (Hsien)	105	6
T'ung-kuan	89	3
T'ung-p'i-kuan (Ka-tu)	4B	3
Tzū-ch'ang	74	8
Tzū-chu-ya-k'ou (Pags)	31	1

Place.						Route.	Stage.
Tzū-ku . . . . .	.	.	.	.	.	44	35
Tzū-lo . . . . .	.	.	.	.	.	51	5
T'zū-ya . . . . .	.	.	.	.	.	38	1
T'zū-so-p'u-kai . . . . .	.	.	.	.	.	16	19
U							
Um-let . . . . .	.	.	.	.	.	135	2
Ung-lon (Wêng-lung) . . . . .	.	.	.	.	.	9	3
Upper La-mêng . . . . .	.	.	.	.	.	17	3
Upper La-mêng . . . . .	.	.	.	.	.	19	4
V							
Ving-tem (Yin-tien) . . . . .	.	.	.	.	.	145	11
W							
Wa-ch'i . . . . .	.	.	.	.	.	61	3
Wa-chiao . . . . .	.	.	.	.	.	94	3
Wa-ch'iao . . . . .	.	.	.	.	.	35	14A
Wa-fang-kai . . . . .	.	.	.	.	.	23	9
Wa-ma-kai . . . . .	.	.	.	.	.	{ 24 24A	6 1
Wa pu-ho . . . . .	.	.	.	.	.	73	12
Wa-tien . . . . .	.	.	.	.	.	23	3
Wa-tien . . . . .	.	.	.	.	.	83	2

Place.	Route.	Stage.
Wa-tien	84	2
Wa-tsô-li	98	4
Wa-tse-lien	96	1
Wa-tzŭ-ts'un	61	2
Wa-wu-kai	78	10
Wa-ya	51	5
Wai-yin-shan	156	2
Wan-chan	135	3
Wan Ho	150	10
Wan-hpai	163	1
Wan-kang	146	8
Wan-keng-lai	150	5
Wan-lem	150	3
Wan-pi	60	11
Wan-sang	150	9
Wan-shan	90	5
Wan-tang	17	2
Wan-tien	131, 132, 146	7, 6, 16
Wan-tien Ho	136	1
Wan-ting Ho	12	1
Wan-tzŭ-lien	166	4

Place.	Route.	Stage.
Wan-wan	64, 150	11, 9
Wan-wat	169	5
Wang-chao-li	66	2
Wang-chia-ch'ang	83	12
Wang-chiu-pei	126	5
Wang-kuan-chia	91	1
Wang-p'u-tien	128	2
Wang-t'zũ	109	4
Warrabum	6	4
Wauhsawng	25A	1
Waw-chon	1	6
Waw-chon	8	7
Wei-chia-ts'un	157	8
Wei-hsi (Hsien)	45	9
Wei-jih	51	4
Wei-ning (Hsien)	80	11
Wei-sha	58	3
Wei-yao	114	3
Wei-yüan (Hsien) now Ching-Ku (Hsien)	144	17
Wei-yüan (Hsien) now Ching-Ku (Hsien)	157	9
Wei-yüan (Hsien) now Ching-Ku (Hsien)	174	7
Wên-lung-chai	145	9

Place.	Route.	Stage.
Wêng-lung (Ung-long)	9	3
Wên-mu	12	9
Wên-shang	23	9
Wo-chia Hsien (O. chia)	86	4
Wo-lung (Wo-i)	1	10
Wo-yei	15	2
Wu-chia-ts'un	90	5
Wu-chia	136	5
Wu-kai-p'u	109	1
Wu-li-hei	152	7
Wu-li-p'o	71	13
Wu-lu-ho	92	3
Wu-lu-hsin	141	12
Wu-lu-tung	71	5
Wu-lung-kai	70	12
Wu-ma	45	5
Wu-ni-cha	71	12
Wu-ni-tien	128	3
Wu-t'ang	122	1
Wu-t'ing (Hsien)	70	6
Wu-t'ing (Hsien)	71	5
Wu-t'ing (Hsien)	73	5

Place.							Route.	Stage.
Wu-yin	.	.	.	.	.	.	156	5
Y								
Ya-cha-kuo	.	.	.	.	.	.	54	3
Ya-k'a-lo (Yen-ch'ing)	.	.	.	.	.	.	47	6
Ya-ko-hai	.	.	.	.	.	.	87	4
Ya-ko-wa-ti	.	.	.	.	.	.	34	8
Ya-ko-kai	.	.	.	.	.	.	136	4
Ya-la-chang	.	.	.	.	.	.	118	3
Ya-lai	.	.	.	.	.	.	117	2
Ya-lang-ho	.	.	.	.	.	.	136	5,12
Ya-t'ang	.	.	.	.	.	.	137	8
Ya-sai (Nya-hsai)	.	.	.	.	.	.	144	8
Ya-shao-p'ing	.	.	.	.	.	.	55	3
Yang-an Ho	.	.	.	.	.	.	45	8
Yang-chia-ch'iao	.	.	.	.	.	.	71	1
Yang-hsing-chuang	.	.	.	.	.	.	99	1
Yang-hsing-chuang	.	.	.	.	.	.	103	3
Yang-kai	.	.	.	.	.	.	72	5
Yang-kai	.	.	.	.	.	.	74	3
Yang-kai	.	.	.	.	.	.	119	9
Yang-kai	.	.	.	.	.	.	123	12

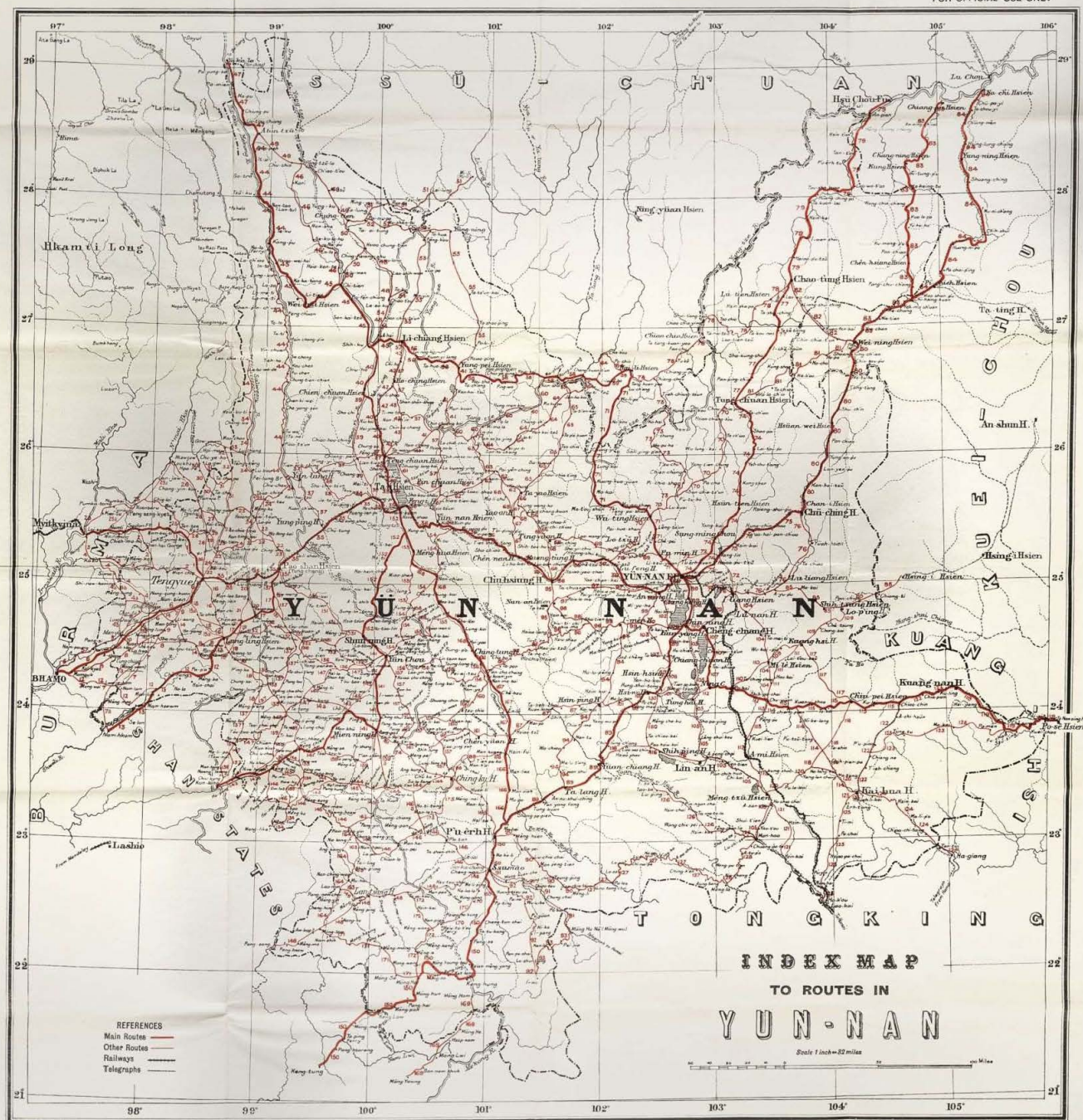
Place.	Route.	Stage.
Yang-kam	150	9
Yang-kuan	105	6
Yang-kuei-wo	71	13
Yang-la-shao	36	18
Yang-lan-chang	120	2
Yang-lin	72	3
Yang-lin	75	3
Yang-mao-ching	89	11
Yang-mê-shu	96	2
Yang-mei-chai	132	6
Yang-p'an-kai	136	4
Yang-pi.	35	12
Yang-pi.	38	4
Yang-san-Chai	127, 137	1, 15
Yang-t'ien-ch'ung	70	11
Yang-wan-chai	99	2
Yang-yi	151	1
Yao-chan	83	1
Yao-chan	84	1
Yao-chan-kai	36	17
Yao-chia-chai	16	2
Yao-an (Hsien)	67	1

Place.	Route.	Stage.
Yao-an (Hsien)	68	5
Yao-chan	80	11
Yao-chia-chai	8	12
Yao-iên	127	8
Yao-kuan	131	4
Yao-kuan	132	5
Yao-kuan	137	11
Yao-kuan	137	11A
Yao-t'ou	105	16
Yao-t'ou	128	5
Yeh-ma-ch'uan	83	4
Yeh-chi-p'ing	40	4
Yeh-chu-t'ang	74	6
Yeh-ma-ch'uan	84	4
Yen-ch'ing (Ya-ko-lo)	47	6
Yen-ching-pa	26	4
Yen-chung	71	3
Yên-fang	80	4
Yên-ho-kai	89	13
Yên-t'zũ-shao	72	1
Yi-ch'ê-hsün	77	3
Yi-liang Hsien (I-liang)	72	6

Place.	Route.	Stage.
Yi-liang Hsien (I-liang)	76	3
Yi-liang Hsien (I-liang)	85	3
Yi-liang Hsien (I-liang)	104	2
Yi-mên-Hsien (I-mên)	94	11
Yi-mên-Hsien (I-mên)	96	9
Yi-mên-Hsien (I-mên)	103	4
Yi-pang (I-pang)	92	6
Yi-sa (I-sa)	126	11
Yi-wan-shui (I-wan-shui)	79	2
Yi-wan-shui (I-wan-shui)	94	1
Yi-wan-shui (I-wan-shui)	141	16
Yi-wu (I-wu)	92	8
Yin-chia-ts'un	105	4
Yin-chia-wan	23	1
Yin-chuan	44	18
Yin-hsien	7	6
Yin-Jên	127	1
Yin-po	18	5
Yin-su-pa	105	5
Yin-tê-ta-ts'un	160	7
Yin-tien (Ving-tem)	145	11
Ying-pang-kai	26	6

Place.	Route.	Stage.
Ying-pang-shan	91	4
Ying-wo	60	2
Yüan-mou	71	8
Yu-cha-kuan	71	6
Yu-fang-p'u	125	4
Yu-kuan-yin	160	9
Yu-tê-kao	36	19
Yu-tien	151	3
Yu-ying-t'ang	71	6
Yu-wang (Niu-wang)	17	5
Yu-wang (Nin-wang)	137	13
Yü-hsi-ho	83	10
Yü-shih-pê	63	6
Yüan-chiang (Hsien)	89	8
Yüan-chiang (Hsien)	116	7
Yüeh-chou	76	9
Yung-an-p'u	80	4
Yung-ch'ang (Hsien), now Pao-shan (Hsien)	17	7
Yung-ch'ang (Hsien) now Pao-shan (Hsien)	22	10
Yung-ch'ang (Hsien) now Pao-shan (Hsien)	23	11
Yung-ch'ang (Hsien) now Pao shan (Hsien)	35	5
Yung-ch'ang (Hsien) now Pao shan (Hsien)	137	5

Place.	Route.	Stage.
Yung-ku	49	1
Yung-ning	52	6
Yung-ning	53	7
Yung-ning	55	8
Yung-ning (Hsien)	84	13
Yung-pei (Hsien)	41	7
Yung-pei (Hsien)	56	4
Yün Chou	132	2
Yün Chou	136	7
Yün Chou	141	18
Yün Chou	143	14
Yün Chou	147	14
Yün-lung (Hsien)	24	10
Yün-lung (Hsien)	37	6
Yün-nan Fu	36	21
Yün-nan Fu	89	18
Yün-nan Fu	97	9
Yün-nan Hsien	57	11
Yün-nan Hsien	154	11
Yün-nan-yi	36	5
Yün-nan-yi	154	10



MILITARY RECORDS

Roll 205-71-2

INDIA OFFICE.

COURTES IN YÜN-NAN

C

80